

AUTOSPORT

APRIL 22, 1960

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EVERY FRIDAY
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BRITAIN'S MOTOR SPORTING WEEKLY

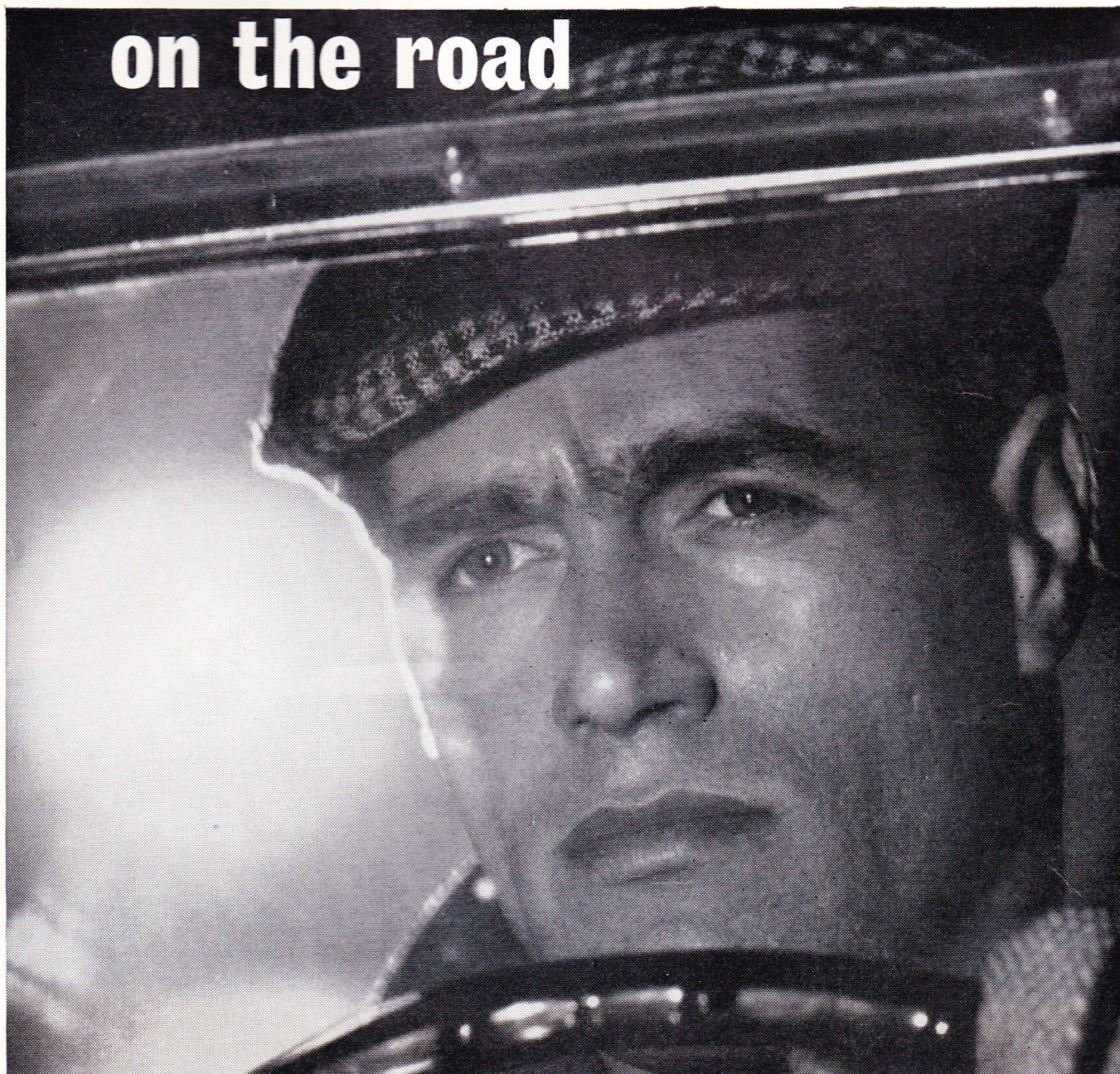
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IN THIS ISSUE

EASTER HOLIDAY SPORT — REPORTS AND PICTURES
SPEEDWELL SPRITE RECORDS : LE MANS PRACTICE DAY

Tired eyes- the greatest hazard on the road



EYES. *Your* eyes. Watching, searching, straining, concentrating as you drive through the darkness of night and the glare of day. Dazzled by headlights or the watery reflections of neon signs. Baffled by fog. Lulled into sleepiness by monotonous miles. *These are the eyes that need Optone.* Optone soothes away eye fatigue, freshens dull, tired eyes. In its handy plastic-dropper bottle, it's easy to use and easy to stow away in your glove box. Rely on Optone these motorised days. You owe it to yourself, to your family and to other people.

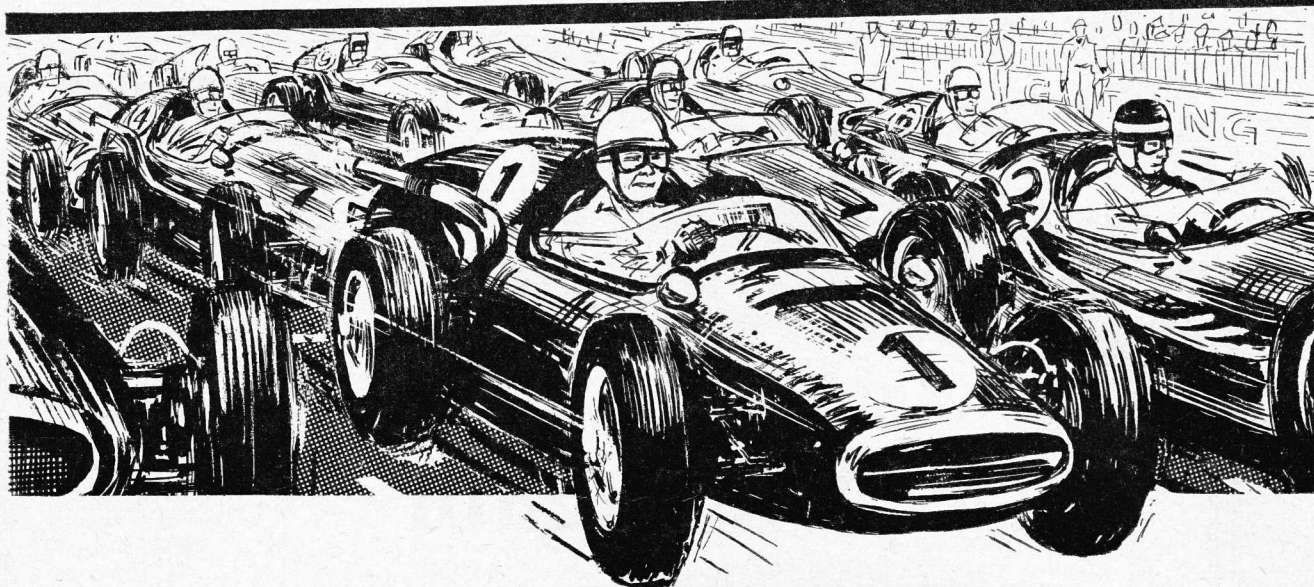


Optone

eye drops

AN OPTREX PRODUCT

Right from the START



GIRLING DISC BRAKES on successful cars at GOODWOOD

INTERNATIONAL '100'

1ST LOTUS

2ND COOPER 3RD COOPER

SUSSEX TROPHY

1ST COOPER

2ND COOPER 3RD LOTUS

(Subject to Official Confirmation)

LAVANT CUP

1ST LOTUS 3RD COOPER

FORDWATER TROPHY

(General classification)

1ST ASTON MARTIN DB4

(GT 1000 c.c.—1600 c.c. class)

1ST LOTUS ELITE

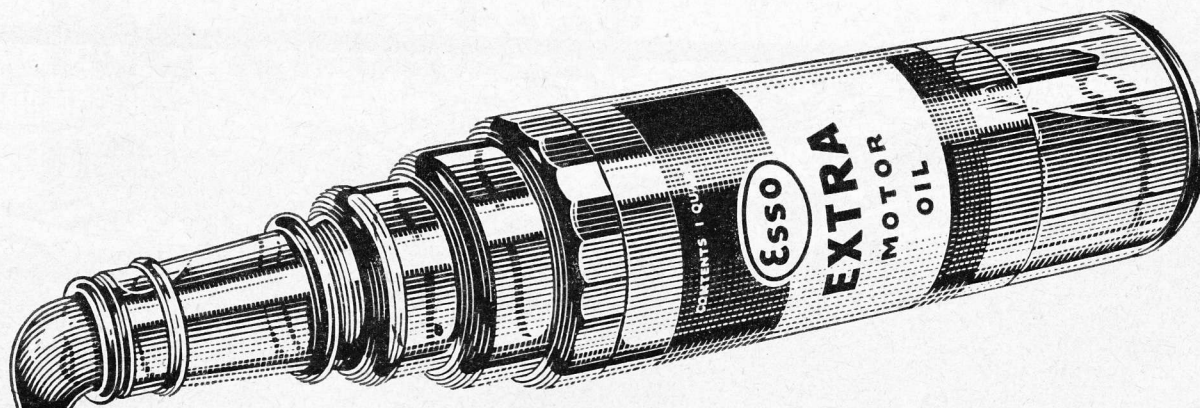
BRUSSELS GRAND PRIX
(Formula II)

1ST COOPER
Jack Brabham



DISC OR DRUM—THE BEST BRAKES IN THE WORLD

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Wins again

INTERNATIONAL CAR RACE MEETING • GOODWOOD 18th APRIL

GOODWOOD INTERNATIONAL '100' RACE
FORMULA I

1st INNES IRELAND
LOTUS-CLIMAX • 100.39 m.p.h.

LAVANT CUP
FORMULA II

1st INNES IRELAND
LOTUS-CLIMAX • 96.41 m.p.h.
Also Record Lap at 97.30 m.p.h.

SUSSEX TROPHY (SPORTS CAR RACE)

1st ROY SALVADORI
COOPER-MONACO • 89.96 m.p.h.
Also Sports Car Record Lap at 96.43 m.p.h.

1500 c.c. CLASS

1st BILL de SELINCOURT
LOLA-CLIMAX • 84.5 m.p.h.

CHICHESTER CUP (FORMULA JUNIOR)

1st JIM CLARK
LOTUS • 90.47 m.p.h.
Fastest Lap at 92.30 m.p.h.

2nd TREVOR TAYLOR
LOTUS

3rd MICHAEL McKEE
LOTUS

PAU GRAND PRIX 18.4.60

1st JACK BRABHAM
COOPER-CLIMAX

Subject to official confirmation

All Using ESSO EXTRA MOTOR OIL—

THE WORLD CHAMPION MOTOR OIL

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

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 20 No. 17

April 22, 1960

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EDITORIAL

A SMALL CONCERN TRIUMPHS

THE remarkable speed achieved by the Speedwell Sprite on a Belgian autoroute last week is surely a triumph for the specialized small concern. Beginning with a completely normal Austin-Healey Sprite, the little projectile received the full "treatment" including aerodynamic body design by Frank Costain, and, driven by Graham Hill, actually went only 5.7 m.p.h. slower than did the specially prepared supercharged, factory car which was taken to Bonneville Salt Flats in September, 1959. This was purely a private venture, done to prove the theories of the North-West London "speed shop". Their preoccupation with modifications to standard equipment, and the high pitch of efficiency to which the Series "A" B.M.C. engine has been brought, undoubtedly brought about their nearness to the Bonneville figures. The entire team deserves the highest possible praise, not only for their tremendous and unflinching enthusiasm, but for the immense prestige which they have brought to a British-built small-capacity engine, developed from one used in hundreds of thousands of family vehicles. The little machine covered the flying kilometre at 132.206 m.p.h., and a G.T. edition achieved 110.9 m.p.h. The former can thus be described as the world's fastest unsupercharged Sprite!

THAT FORMULA!

IT is quite possible that the C.S.I. will climb down on the 1,500 c.c. Grand Prix formula so far as to scrap the weight limit. In short, the present F2 cars with a few modifications would become G.P. machines from 1st January, 1961. This is still not the answer: it will not produce the sort of racing to satisfy the crowds and it is quite within the cards that the S.M.M. and T. will hold to their decision not to support a 1½-litre World Championship series. The difference between F2 and F1 racing was never so marked as at Goodwood on Easter Monday. Excellent though the former was, as a spectacle it paled into insignificance as compared to the "meatier" 2½-litre category—particularly when the leaders were both lapping at over 100 m.p.h., in close company for 100 miles. This was motor racing as spectators quite rightly have come to expect. To substitute 1,500 c.c. cars would be a grave error, and cannot possibly be justified. The fact that so many important people strongly object to the formula, is surely positive proof that it would be a failure. The F.I.A. is very definitely treading on dangerous grounds if the C.S.I. decide to ignore the majority, and carry on with their plans. It could be pointed out that there are other organizations which could be formed to promote World Championships—even with the added attraction of handsome money awards!

OUR COVER PICTURE

LE MANS JAGUAR: Based on the world-famous "D", the Briggs Cunningham-sponsored, 3-litre sports-racing car was tried out on the Sarthe circuit recently. It has independent springing all round, and light-alloy is used considerably in the construction of the power-unit. Neat solution to the F.I.A. windscreen regulation should be noted.

(Photo: Maurice Louis Rosenthal)

Built for people who prize individuality



NEW SUNBEAM RAPIER

Admire the sleek body styling and experience the exciting new features plus rally-bred reliability

NEW FRONT DISC BRAKES Touch the brake pedal and let big disc brakes bring you to a safe, sure stop.

POWERFUL NEW ENGINE 'Sportscar' acceleration with the new higher compression engine developing 78 b.h.p.

LUXURIOUS NEW INTERIOR Inspect the polished wood facia, magnificently re-styled

interior and relax in softer, more comfortable seats.

SALOON £695 (plus P.T. £290.14.2).

CONVERTIBLE £735 (plus P.T. £307.7.6).
Whitewall tyres, overdrive on 3rd and 4th gears available as extras.

NEW SUNBEAM ALPINE Price £685 (plus P.T. £286.10.10).

A BETTER BUY BECAUSE IT'S BETTER BUILT



A product of

ROOTES MOTORS LTD

RALLY SUCCESSES

Sunbeam holds a brilliant record of consistent successes in international motoring events. Among the most recent major awards are:-

MONTE CARLO RALLY 1960

1st British car
for third year in succession
also 1st & 2nd - 1,300 - 2,000 c.c.
Production Touring cars
1st-1,300-2,000 c.c. Grand Touring cars

ALPINE RALLY 1959

1st British car
also 1st, 2nd & 3rd 1,300 - 1,600 c.c.
Production Touring Cars

THE SCENE at the City Hall, Belfast, as competitors moved up to the starting point for the Ulster A.C. Circuit of Ireland International Rally, which took place over the week-end.

ROY SALVADORI will be joining Jimmy Clark to drive the Border Reivers' DBR1 Aston Martin at Nürburgring for the 1000 Kms. race, and at Le Mans for the 24 Hours race this year. Salvadori was, of course, one of the drivers of the winning Aston Martin last year and his experience with the Aston Martin works team over the past seven years makes him one of the best long-distance drivers in the world today. He last drove this particular car in the Tourist Trophy last year when he had to jump out of the cockpit in a hurry after it caught fire during one of the pit stops!

John Whitmore will continue to share the driving of the car with Jim Clark in British events, and at its first outing in the team's hands it finished third at Oulton Park recently.

Jim Clark, the team's No. 1 driver, has also joined Team Lotus for Formula 2 and Formula Junior events, and may also possibly drive for them in certain Formula 1 events where the works Aston Martin cars are not competing.

MERCEDES WIN SAFARI

PROVISIONAL winners of the East African Coronation Safari, which ended on Monday, were Bill Fritshy and Jack Ellis, of Kenya, in a Mercedes. At the time of going to press it was understood that Mr. and Mrs. M. Temple-Boreham, also from Kenya, took second place, while third was the works-entered Ford Zephyr of John Harrison and Kenya driver Vic Preston. The Sunbeam Rapier of Peter Jopp/Lee Talbot retired with suspension trouble.



PIT and Paddock

FIRST LIST OF FIXTURES FOR "AUTOSPORT" CHAMPIONSHIP, 1960

April

18th—Mallory Park (Notts S.C.C.).
30th—Silverstone (Maidstone and Mid-Kent M.C.).

May

8th—Mallory Park (B.R.S.C.C.).
22nd—Snetterton.

June

6th—Mallory Park (Notts S.C.C.).

6th—Goodwood (B.A.R.C.).

19th—Snetterton (Eastern Counties M.C.).

July

31st—Mallory Park (Notts S.C.C.).

August

6th—Snetterton.

September

17th—Snetterton Three Hours.

Provisional Entry List

Class A. Up to 1,000 c.c.:

Austin-Healey Sprite: E. P. Foden, Paddy Gaston, Donald Pacey, K. L. Spellman, H. W. G. Elwes.
Turner: R. F. Broadley, C. McLaren, S. J. Scrimgeour, M. H. Spence, Robin B. Bryant, R. G. Falconer, Bob Turner, K. MacKenzie, G. Morgan.

Berkeley B105: Jon Goddard-Watts.

Fairthorpe Electron: C. J. Green.

Class B. 1,001-1,600 c.c.:

Lotus Elite: W. E. J. Allen, D. G. S. Buxton, Eric Dobson, Anthony Dobson, Peter Lumsden, Austin Nurse, J. B. Rodgers, Robert Vincent, John Wagstaff, Tom Dickson, Chris Summers.
Elva Courier: J. Graydon-Whitehead, P. Brayshaw, Brian P. Playford, David M. D. Prophet, K. P. Tomei, Chris Meek, Alan Eccles.

M.G. Twin-Cam: Alan Foster, Richard B. Ide, J. S. Murger, Ian Taylor.

Sunbeam Alpine: Peter Jopp.

Alfa Romeo Giulietta S.V.: R. Shepherd-Baron.

Class C. Over 1,600 c.c.:

Austin-Healey: Michael Bowling, Julian Sutton.
A.C. Ace-Bristol: R. A. V. Staples, M. Kellett, E. J. B. Mitchell, T. G. Cunane.
Morgan: Robert Duggan, L. B. Mayman.
Triumph TR3: Roy North.
Jaguar: R. A. Gibson*, S. H. Handel.
Frazer-Nash: Roy Bloxam.

* Subject to homologation.

AUTOSPORT CHAMPIONSHIP

(Placings after Notts S.C.C., Mallory Park)

Class A: K. W. MacKenzie (Turner), 8 pts.; S. J. Scrimgeour (Turner), 6; G. Morgan (Turner), 4; R. B. Bryant (Turner), 3; C. McLaren (Turner), 2.

Class B: C. Summers (Lotus Elite), 8; J. B. Wagstaff (Lotus Elite), 6; A. J. Nurse (Lotus Elite), 4; W. E. J. Allen (Lotus Elite), 3; J. P. Ferguson (Elva Courier), 2; R. Vincent (Lotus Elite), 1.

Class C: L. B. Mayman (Morgan), 8; J. Sutton (Austin-Healey), 6; S. H. Handel (XK 120), 4; E. J. B. Mitchell (A.C.-Bristol), 3.

BRABHAM WINS AT PAU

A CLOSE finish in Monday's Formula 2 Pau Grand Prix gave victory to Jack Brabham (Cooper), just a couple of seconds ahead of Maurice Trintignant (Cooper). Third was Olivier Gendebien in a Porsche, ahead of Ron Flockhart, Tony Marsh and Paul Frere, all in Coopers. Brabham's average speed was 63.8 m.p.h.



CHECKING EQUIPMENT before the Circuit of Ireland are Brian Waddell, AUTOSPORT'S Northern Ireland correspondent, and his co-driver John Conway (Sunbeam Rapier).

BP WINS AGAIN!

GOODWOOD FORDWATER TROPHY RACE

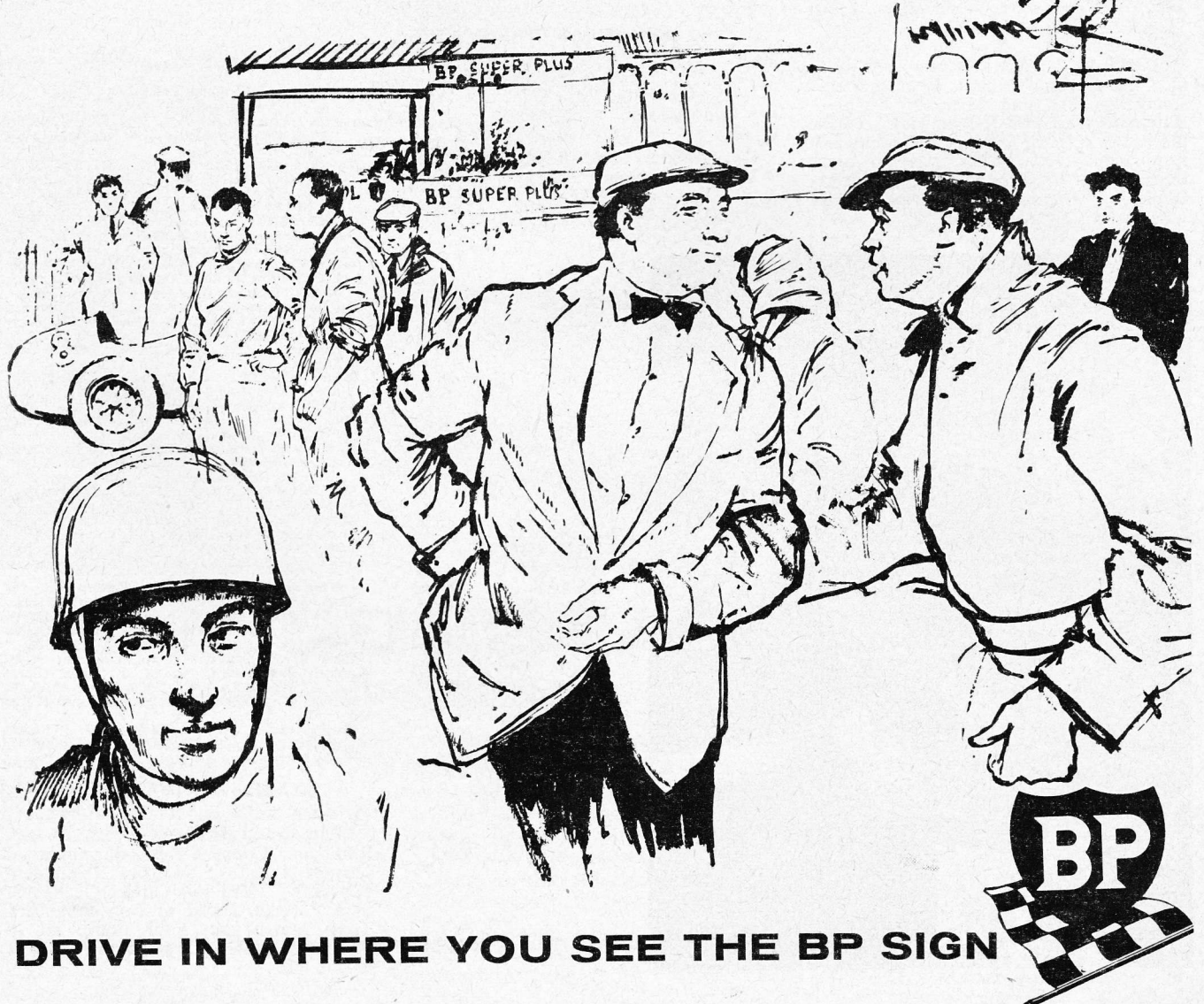
1ST Stirling Moss (Aston Martin DB4)

3RD J. Sears (Jaguar)

(Subject to official confirmation)

Both using BP Super Plus and BP Energol Motor Oil

Use BP Products in your car



DRIVE IN WHERE YOU SEE THE BP SIGN

MEN AT WORK on the new extension to Prescott hill-climb course. When completed the new course will branch out to the left from a point to the left of the smaller mound of rubble, will form a hairpin in the foreground of the picture and rejoin the old hill just this side of the van.

RACING IN FRANCE—1960

A Six Hours G.T. Race in the Auvergnés—Vintage Cars May Run at Rheims

FOLLOWING Easter Monday's F2 Grand Prix of Pau, a week later the Union Sportive Automobile will organize at Montlhéry the mixed event which we are accustomed to seeing on this track. There are races for touring, grand touring, sports and Junior cars. There will be a little prize money, but no starting money. British entries will be welcomed by the Union Sportive Automobile, 65 Avenue d'Iéna, Paris 16.

The next race is again at Montlhéry, but this time it is run by the A.G.A.C.I. and the main event of the day will be for Formula 2 cars although, as usual, all other classes are accepted in the supporting events. The prize money is very small but this time there is to be a little starting money for F2, Junior, big G.T. or sports cars of any class. The non-appendix 1960 cars will be allowed to run but just for the fun of it, as they won't qualify for awards. Inquiries should be addressed to A.G.A.C.I., 64 Boulevard de la Somme, Paris 17ème.

On 22nd May the Automobile Club of Savoie will run a Junior event at Aix-les-Bains. The circuit is brand new and lies alongside the lake. It is very short, 1.4 miles, and it has two straights joined by curves. Twelve cars will start in each of the two heats of 25 laps. The six best in each heat will qualify for the final over 45 laps. In order to start, one will have to be one of the 24 best in practice, the only timed practice session being on the Saturday afternoon. Each starter will receive 60,000 old francs towards his travelling expenses and everybody who qualifies for the final will get an extra 40,000 old francs (plus, of course, the eventual prize money—300,000 old francs for the winner). Aix-les-Bains being on the way down to Monte Carlo and only one week before the Grand Prix, works entries are promised from Lotus, Lola, Elva, etc., and it is expected that about 36 cars will attempt to qualify for what will probably be the most important Junior race of the French season. The board of selection is meeting on 24th April and all drivers who are interested should write immediately to the Association Sportive de l'Automobile Club de Savoie, 1 Boulevard du Théâtre, Chambéry (Savoie).

After Whitsun two meetings will be held on 12th June. One, a Junior event, is run in Albi while Rouen will have a three hours' race for G.T. and sports cars.

Of course, in June there will be the most important race of the sports car season: the 24 hours of Le Mans on 25th-26th June, while the following week-end brings the most important, and only, Formula 1 race—the Grand Prix of the A.C.F. (French G.P.) at Rheims. This time there is no supporting race for Formula 2 but the A.C. of Champagne may organize a rally and perhaps a race for vintage and P.V.T. racing and sports cars. The details will be announced



SPORTS NEWS

in AUTOSPORT if the scheme does materialize.

The following week-end will see the Touring and Grand Touring drivers in action: Six hours on the circuit of Clermont-Ferrand. There will be three heats: one of three hours, one of two hours and a final of one hour. During the heats a little work will be allowed on the cars. (A.S. de l'Automobile Club d'Auvergne, 22 rue Blatin, Clermont-Ferrand.)

In September there will be a Junior race in Cadours, where Bill de Selincourt drove the Elva to victory last season. The date is not definite yet.

At the end of the month the A.G.A.C.I. is running a meeting at Montlhéry with, again, events for all sorts of cars. Finally the season finishes with the Coupe du Salon which is run during the Motor Show, and the Union Sportive Automobile will organize it although the type of car which will figure in the main event is not yet decided.

GERARD CROMBAC.

LES LESTON will again be broadcasting regularly on Radio Luxembourg this summer. His feature, "Grand Prix Gossip", will be broadcast every Friday at 8.15 p.m. in the programme "208 Road Show". Each fortnight he will conduct a "radio road test", the entire test being recorded by Les from the driving seat of a new car.

A KALEIDOSCOPE of motoring sport is again presented in Castrol's 48-page Achievements book, now obtainable free from C. C. Wakefield & Co., Ltd., Castrol House, Marylebone Road, London, N.W.1.

FOUR vintage Bentleys went to Montlhéry recently to attempt to cover over 100 miles in the hour. The attempts were scheduled to take place on 19th April and the cars and drivers concerned are G. M. Crozier (6½-litre), G. H. G. Burton and G. G. McDonald (4½-litres) and D. McKenzie (3-litre). In charge of the attempts is Stanley Sedgwick.

NORFOLK TROPHY MEETING AT SNETTERTON

DESPITE the fact that their National Snetterton Race Meeting on Sunday, 24th April, is sandwiched between two qualifying rounds for the World Formula 2 Manufacturers' Championship, the British Racing and Sports Car Club have received an excellent entry for the Norfolk Trophy race, which will be for Formula 2 cars over 38 laps (103 miles) of the Snetterton circuit.

The majority of the entry list consists of Coopers, the drivers of which include Mike McKee, in the Jim Russell-entered car on his home circuit; Bruce Halford, George Wicken, Tim Parnell, John Campbell-Jones, Keith Ballisat and Miss Roberta Cowell.

"AUTOSPORT" CHAMPIONSHIP

OWING to a printer's error in the regulations for the 1960 AUTOSPORT Championship, the 1959 Appendix J rules are quoted as being applicable. This should, of course, read 1960.

THE DUKE AND THE DRIVER

ON Saturday the Duke of Richmond and Gordon, Patron of the meeting and President of the B.A.R.C., was asked to comment on the fact that Stirling Moss was competing in the Easter Monday meeting. He said, "I have been asked what I feel about Stirling Moss driving at Goodwood on Easter Monday now that he has been convicted. My answer is that he has an international competitions licence and is entirely eligible to drive in this international meeting. Who on earth would we be to deprive the public of seeing the world's greatest driver? This country is suffering from a bad attack of free-lance judges, self-appointed moralists, banner marchers, senders to Coventry, and natters in general. We are becoming a nation of busybodies, and we at Goodwood believe in minding our own business. It is quite hard enough work doing that in itself but not unpleasant, and I recommend it to some others as being something of a novelty at the moment".



MUD, MUD: But far from being glorious it presents one of the Safari's greatest hazards. Peter Jopp and Dr. Lee Talbot find some tough going on their reconnaissance.

EAST AFRICAN SAFARI NOTES

Reconnaissance in the Rain—or Muddy Meanderings—Adventures with a Leopard

BY PETER JOPP

THE Eighth East African Safari, previously called the Coronation Safari, as the first event commemorated the crowning of Queen Elizabeth II, has really grown up. In the past, only a handful of European participants have made the long trip to the dark Continent to compete against local drivers in conditions which are never found in their usual rallies. From the beginning, in 1953, the classification of cars has been based, not on the usual cubic capacity divisions, but on a price basis with the maximum and minimum for each class. This was so that the public can take a sharp interest in the progress of cars that they have bought, or contemplate buying. This year the Safari authorities have dropped this rather unique class division in favour of the usual F.I.A. classes, so bringing their wonderful event in line with the rest of the world.

In view of the recent cancellation of rallying events on the Continent, many manufacturers are turning their efforts to this rally, as being the last of the real tests of man and machine on an open road, where averages of sections vary from 40 m.p.h. to 58 m.p.h. Three thousand miles of changing road are to be covered from the early hours of Good Friday morning to the afternoon of Easter Monday with an overall average of 47 m.p.h. This entails observing all the necessary speed limits in the towns, and in Uganda, where the police impose a maximum speed limit of 55 m.p.h.

East African drivers, most of them with extensive Safari experience, will drive with U.K. rally experts in the overseas-entered Ford Zephyr or Anglia and Sunbeam Rapier teams to form challenging combinations to locally-driven, locally-entered, teams. The Rootes Group of Sunbeam Rapiers have nominated various local drivers to back-up the experienced rally drivers from their usual team. Popular Viscount "Kim" Mandeville has been nominated to drive with Paddy Hopkirk, while E. A. Perros, from Taneanyika, has been partnered with Peter Harper, fresh from his success in the Monte Carlo Rally. I will have with me the Californian, Dr. Lee Talbot, an American citizen at present living in Kenya, who has participated in various United States national sports-car road races, and is a member of the Sports Car

Club of America. Ronnie Adams, who is now competing in his third Coronation Safari, is partnered, once again, by Johnny Boyes, who was outright winner of the first Safari in 1953. Nancy Mitchell, who is also in a Sunbeam Rapier, will have with her Mrs. Ann Bush, wife of a local Safari driver, and will be pitting her great rally experience against Mrs. Mary Wright, who has won the coveted Ladies' Prize three times before.

The U.K.-entered Zephyr team will have Dennis Scott, who finished second overall in last year's Safari, backed-up by Edward Harrison, who is taking with him popular Kenya racing personality, D. L. Markham. Old hand T. C. "Cuth" Harrison is on his first trip to Kenya, and is taking with him the well-known track racing figure P. R. Davies, who has completed five Safaris. This strong team is backed by Kenya's Vic Preston, who visited Europe last year to compete in the Alpine Rally, and he is fortunate in having Harrison's son John to assist him. The Ford Team Captain, Jeff Uren, will be driving an Anglia over ground which he already knows, as he lived here not many years ago. Alec Pitts, coming straight from the Geneva Rally to Nairobi, will also be driving a Ford Anglia.

Well-known journalists, Tommy Wisdom and Dick Bensted-Smith are both driving Fords, and Peter Garnier is to drive a Mini-Minor, entered by the Dar-es-Salaam B.M.C. distributors. He will be backed by Peter Riley, who arrived here straight from driving in the Sebring race, and will also be in a Mini-Minor. The two Peters had an unfortunate incident when staying at the home of the B.M.C. distributor, as burglars broke into the house and stole most of their money, together with a memento that Peter Garnier cherished as Stirling Moss had given it to him personally. From Canada, journalist John O'Keefe is travelling 9,000 miles to compete in a Sunbeam Rapier. With the presence of the trade figures—Syd Henson of Ferodo and Jimmy Hill of Castrol—the event has a great European flavour.

It is hard to believe how the tremendous rain in East Africa can affect the road sections of both the Northern and Southern routes. During a reconnaissance, Nancy Mitchell was stranded for a night

on the dreaded Mbulu section, but was fortunately looked after by the local District Commissioner; whilst practising the Mbulu-Meru section, Tommy Wisdom found it impossible to move his Ford through the mud and expected to have to remain there the whole night, but was fortunately towed-in by a bus. Paddy Hopkirk, driving at night on the difficult Mzenga section, near Dar-es-Salaam, nearly hit a leopard, but thinks that he may have struck the leopard's cub. Following him, I had to take avoiding action from the same leopard, who, by this time, was no doubt very angry. It would probably have been very unfortunate had any other rally cars had to change a wheel in that area in the ensuing hour or so, as they would probably have been mauled by this animal. Apart from the natural hazards of the weather and countryside, vultures and small birds have broken windcreens and a giraffe once sat on the bonnet of a competitor's car. The game element has also been a great fascination and hazard for drivers. A Citroën ID 19, entered from Madagascar, overturned in the slippery mud of the Mbulu section, while a Mercedes-Benz, practising from Dar-es-Salaam, hit another car and was badly damaged. All the crews seem to be taking as much time as possible looking at the various stages, but this can sometimes be to no avail when a down-pour of rain can change the countryside so greatly. A road which would normally be possible, can be changed within two hours into a mass of thick mud, through which it is sometimes very difficult, or nearly impossible, to pass. The torrential rain is often so strong that the windscreen wipers cannot cope, and the cars are slowed to almost a crawl to enable the drivers to see.

If the punishing roads have damaged a car in the event, and a component has to be changed, then the competitor loses a lot of points. The organizers have a very careful method of sealing these working components and can easily tell whether or not they have been changed without risking a protest of any kind. By use of radio-active paint placed on the dampers, engine parts, and so on, and geiger-counter readings taken of these dabs of paint, they can ascertain whether or not a part has been changed—even if a competitor has access to some of this radio-active paint. This method could well be adopted by some European organizers in view of the precarious wire sealing methods at present used.

In this year's Safari, there are some special stages which are set at an impossible average speed, so that in the event of a tie in loss of marks on the normal road section, the authorities can find a winner. Whether to go flat out over these special stages and risk the maximum strain on the car, especially on suspension and chassis, danger of an odd rock tearing a hole in the sump, and the strong possibility of punctures and so jeopardizing the chance of a car finishing, will set a problem to both team managers and private entrants alike in their decision regarding the tactics to be used in this Safari.

A CHECKING: Final preparation on the cars is supervised by Speedwell development engineer Dave Jones (in white coat, nearest camera) during the lengthy wait while officials set up the timing apparatus.

JUST how fast will an Austin-Healey Sprite go? That was the question that Speedwell Performance Conversions, Ltd., set out to answer last week when they took two examples to Belgium for some high-speed runs on the Antwerp-Liège autoroute.

The cars used were the normal Speedwell Grand Touring version, with special bonnet and hardtop, and a special streamlined machine in which the only departures from normal were the employment of a Speedwell bonnet, panels over front and rear wheels, a cover over the passenger compartment,



How Fast are Sprites?

Team Speedwell find out—and take some records

and a Perspex bubble-top. The standard Sprite scuttle—chief limiting factor so far as absolute maximum speed is concerned—chassis, rear bodywork and running gear were all retained.

The venture was a complete success. It had originally been intended to run the cars over both the flying mile and the flying kilometre, but a fault developed in the timing gear for the mile and only the kilometre could be used. Target speeds were minima of 100 m.p.h. for the G.T. car and 120 m.p.h. for the "streamliner", and both cars exceeded these figures by very comfortable margins. The G.T. version recorded 110.903 m.p.h. (175.820 k.p.h.) and the streamlined model 132.206 m.p.h. (212.765 k.p.h.). In addition, Belgian national records for the 1,000 c.c. class (sports

and grand touring categories) were collected, subject, of course, to confirmation in the normal way.

Considerable discussion has been going on—some of it exaggerated, some of it frankly ludicrous—on the ultimate performance of modified production cars, and Austin-Healey Sprites in particular. These runs, carried out over officially recognized and measured distances, with official timing and engine measuring by officials of the R.A.C. Belge, show exactly what can be achieved, without argument.

The Grand Touring Sprite, driven by Graham Hill, was in fact a customer's car, raced regularly by J. L. Venner-Pack. Its engine is, of course, modified, but not to the ultimate degree and is not, in fact, in Speedwell's highest stage

of tune. It was eventually decided to use a 4.5 rear axle ratio instead of the alternative 4.2, and maximum revolutions used on the car's fastest run were 7,500 r.p.m.

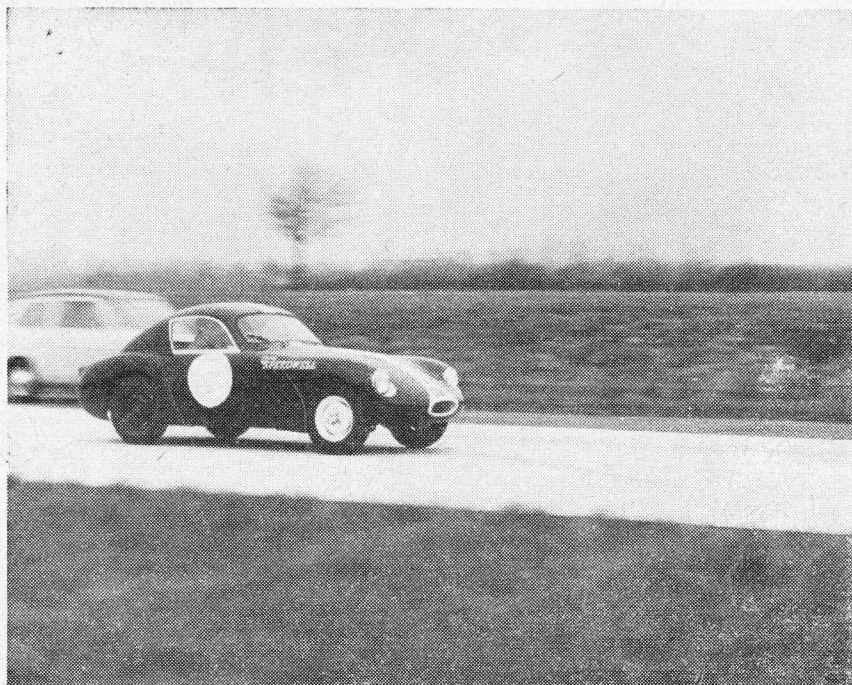
The streamlined car was driven by George Hulbert, although the fastest run was in fact achieved by Graham Hill. As we have already said, the chief limiting factor in the design of a machine of this type is the Sprite's scuttle height, and this was retained. Air-flow under the car was assisted by a full-length under-tray and shrouding discs were fitted to the wheels and wheel-arches. Within the car, the driving compartment was partitioned off to make it an effective single-seater, the passenger compartment being used to duct out radiator air. Exits for this ducting and for the exhaust were at points 10 ins. from the tail, one on each side, this having been calculated to coincide with the point of air breakaway. To improve weight distribution and to increase underbonnet space the battery was moved to the tail, while the steering geometry was slightly altered to provide maximum stability at speed.

Power unit was the Speedwell "Clubman 70" version of the B.M.C. "A"-type engine, the most highly developed of the range of conversions supplied by the firm, which includes balancing of all rotating parts, redesign of the valve operating gear by development engineer Dave Jones, and modified carburation. Final drive ratio used was 3.7.

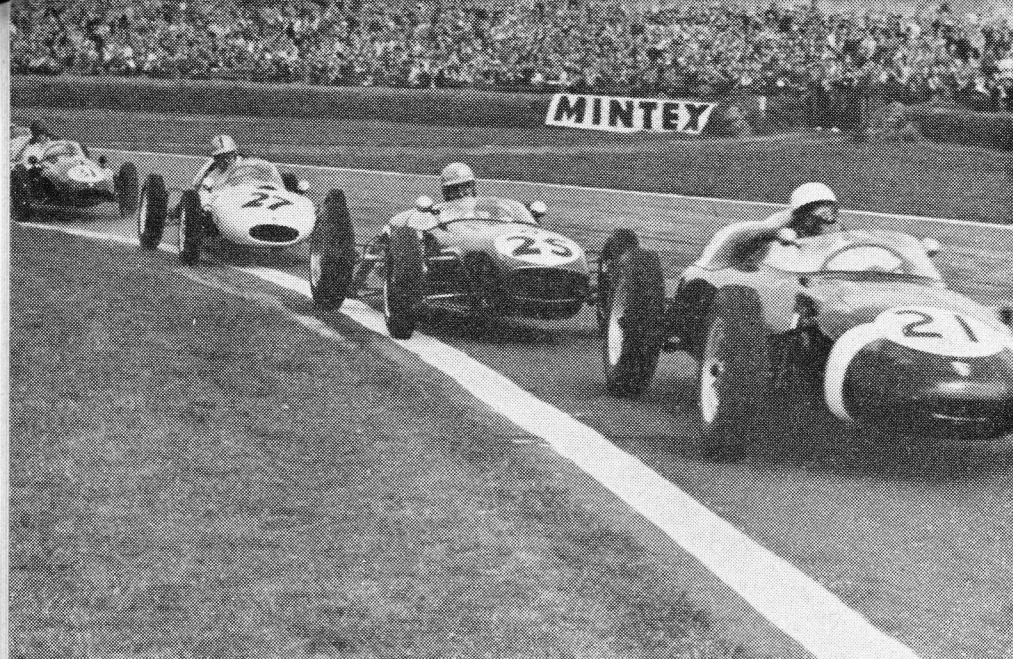
Conditions could scarcely have been worse for the runs on Wednesday morning. Winds gusting to almost gale force blustered around the exposed strip of dual-carriageway, striking diagonally across to provide a head-wind in one direction and treacherous cross-winds which tried to take the cars off the road when travelling either way.

Local motoring enthusiasts provided the party with some enjoyable hospitality, entertaining them at the Antwerp Racelegs Club on the evening before the attempts. All members of the party, incidentally, travelled by courtesy of Silver City Airways from Manston to Ostend.

MARTYN WATKINS.



STREAKING down the motor road goes Graham Hill in the Grand Touring Sprite, on his way through the traps. He recorded a mean speed of 110.903 m.p.h.



AUTOSPORT, APRIL 22, 1960

MADGWICK CORNER—the field arrives after the start of the Formula 2 race. Leading is Stirling Moss (Porsche) from Innes Ireland (Lotus), Roy Salvadori and Bruce Halford.

hind Ireland and Moss, Chris Bristow, Roy Salvadori and Bruce McLaren struggled gamely, but it was always a losing battle, for the leading pair were out on their own.

Lotus made it a 1-2-3 in Formula Junior, with Jimmy Clark winning from Trevor Taylor by 2.4 secs. at 90.47 m.p.h., and putting up the fantastic lap time of 1 min. 33.6 secs. (92.31 m.p.h.). In third place came Mike McKee, and $\frac{1}{2}$ sec. behind was Henry Taylor in Tyrell's Cooper-Austin.

Roy Salvadori in John Coombs's Cooper-Monaco won the sports car event at 89.96 m.p.h. from Jimmy Blumer in

INNES IRELAND'S DOUBLE

Both Formula 1 and 2 Victories for Lotus—100 Miles at Over 100 m.p.h. at Goodwood

INNES IRELAND was the name on everyone's lips as a record crowd of over 60,000 people saw some of the closest racing ever seen on the Goodwood circuit on Easter Monday. The Scotsman won both Formula 2 and 1 races with the rear-engined Lotus, battling all the way with Stirling Moss, first with the Porsche and then the Rob Walker Cooper-Climax. Ireland displayed driving of the highest class, never making a single mistake. Moss was right on top of his form, but even his virtuosity could not get him in front of the "Flying Scotsman", who gave Colin Chapman one of his greatest triumphs ever.

Moss set up a new circuit record of 102.13 m.p.h., but even this was not sufficient to catch the Lotus conductor who won by 2.8 secs. at an average

speed of 100.19 m.p.h.—the first "ton" race in the history of Goodwood. His consistency was almost unbelievable: lap after lap he kept within fractions of a second, with Moss absolutely breathing

BY GREGOR GRANT

Photography by George Phillips

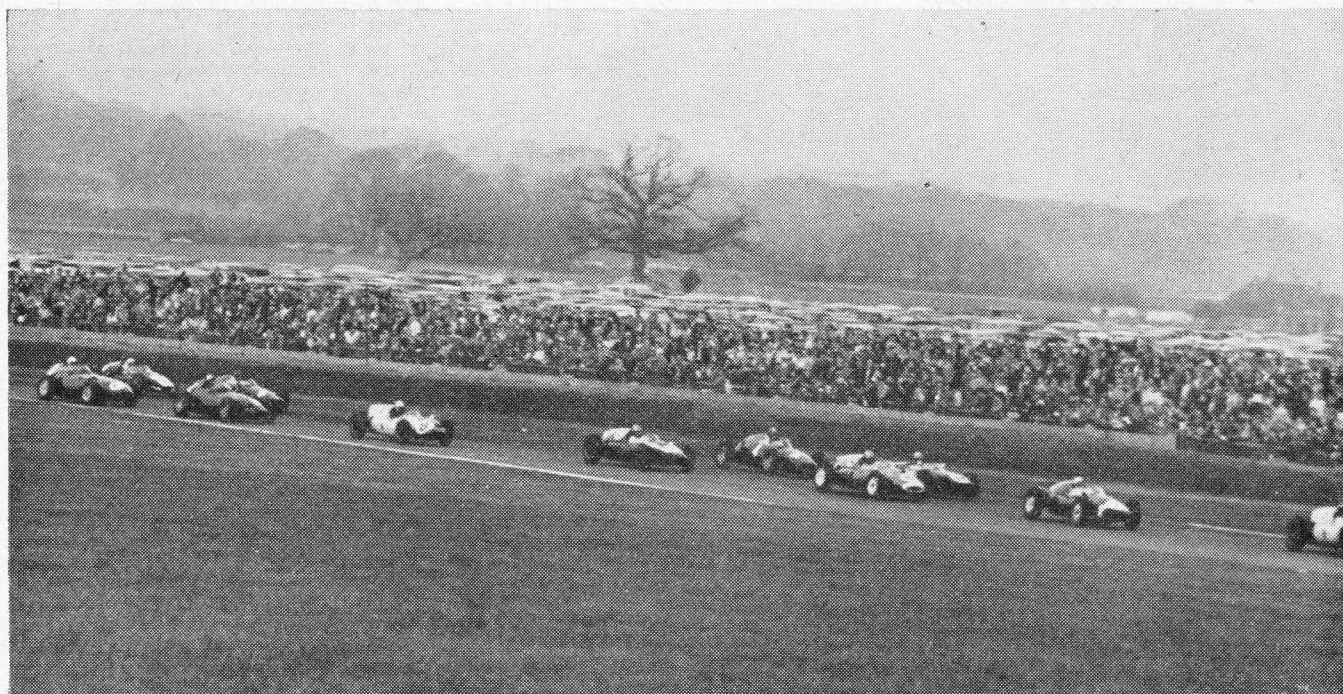
up his exhaust pipe. The much-vaunted B.R.M.s were pathetic in comparison, and even Tony Brooks could not do anything with the revised Vanwall. Be-

START of the Formula 1 race: As the cars go out of the picture Stirling Moss leads a bunch, followed by Innes Ireland, Roy Salvadori, Dan Gurney (B.R.M.) and Jack Brabham (Cooper).

another Cooper-Monaco, with Tom Dickson (Lotus-Climax) in third place. Salvadori turned in a lap in 1 min. 29.6 secs. (96.43 m.p.h.)—a new Goodwood sports car record. As expected, Stirling Moss won the closed car race with the G.T. DB4 Aston Martin from a perfectly standard Jaguar 3.8-litre saloon, driven by Salvadori and entered by Coombs.

* * *

SATURDAY'S practice produced some quite remarkable times. No fewer than half a dozen drivers exceeded 100 m.p.h. for a lap in the F1 category, with Yeoman Credit's Chris Bristow heading the list with 1 min. 24.8 secs. (101.89 m.p.h.) in his beautifully prepared Cooper-Climax. Stirling Moss was just one-fifth of a second slower in the Rob



LEAVING the Le Mans start of the sports car race. In the left foreground is A. Maggs (81), ahead of Bill de Selincourt (92), Doug Graham (87), Mike Anthony (75) and Mike Taylor (86). Of the remainder some are still stationary, others are looking for a gap in the traffic!

Walker car, and his time was equalled by Harry Schell in another Yeoman Cooper-Climax. Next best were Innes Ireland (100.46 m.p.h.), Roy Salvadori (100.23 m.p.h.) and Bruce McLaren (100.00 m.p.h.).

The F2 section was topped by Innes Ireland with 1 min. 29.4 secs. (96.64 m.p.h.), followed by Moss (Porsche), with 1 min. 30.0 secs., and then Salvadori (1 min. 30.6 secs.). Salvadori came unstuck at the chicane when his throttle stuck owing to a jubilee clip jamming the accelerator rod. Cooper's rebuilt the car in time for Monday's race. Jimmy Clark spun on some oil with his DBR1 Aston Martin, finishing up with a badly dented tail and a split petrol tank. Reg Parnell had new bits provided, and the car was produced by the Border Rievers on Easter Monday looking as good as new.

Clark gave plenty of people seriously to think when he got down to 1 min. 34.4 secs. in his FJ Lotus-Ford; however, this was reduced to 1 min. 34 secs. (91.91 m.p.h.) by team-mate Trevor Taylor. Not to be out-done, Mike



McKee (Lotus-Ford), did 1 min. 35 secs. Next best was Henry Taylor (Cooper-Austin), with 1 min. 36 secs., and then Keith Ballisat (Cooper-Austin), with 1 min. 36 secs.

Salvadori was fastest of the sports cars with 1 min. 30.6 secs. (95.36 m.p.h.) in the Cooper-Monaco, followed by Tom

ANOTHER new 1,100 c.c. sports-racing car: joining the ranks at Goodwood was Keith Greene on the first outing of the sleek Gilby-Climax.

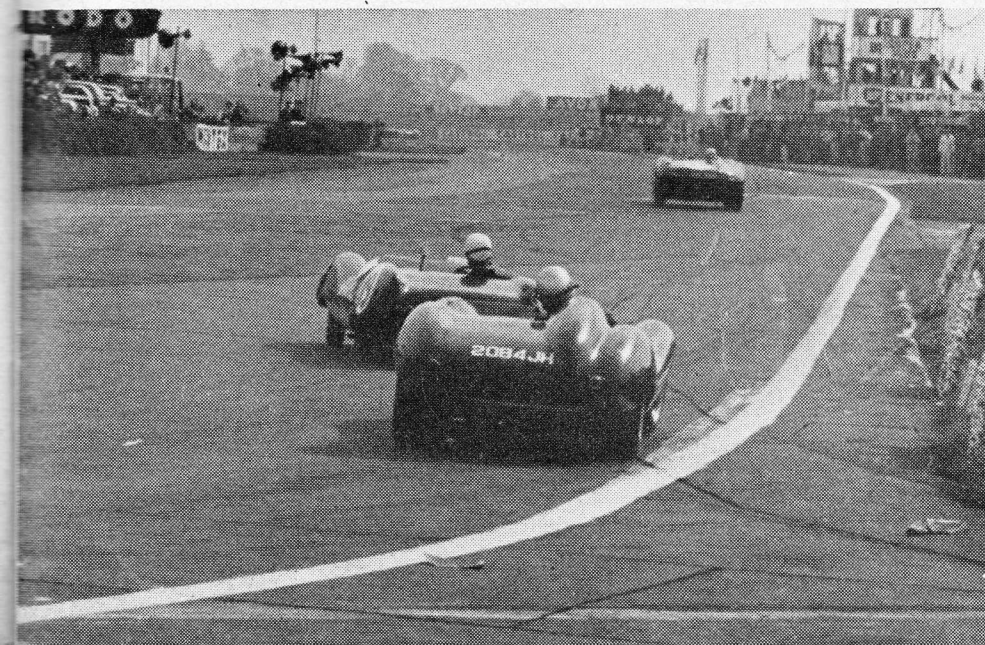
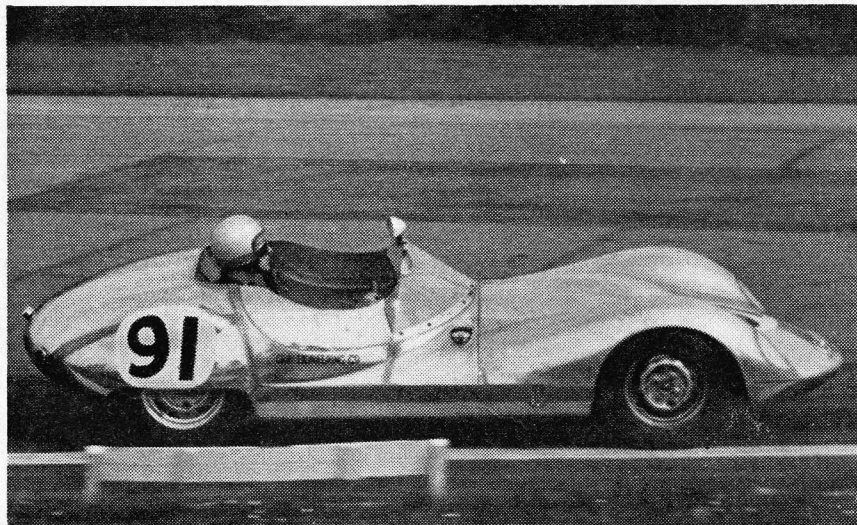
Dickson (Lotus-Climax), with 1 min. 33 secs., and Jimmy Blumer (Cooper-Monaco) with 1 min. 34 secs., and then Jimmy Clark (Aston Martin DBR1) with 1 min. 35 secs.

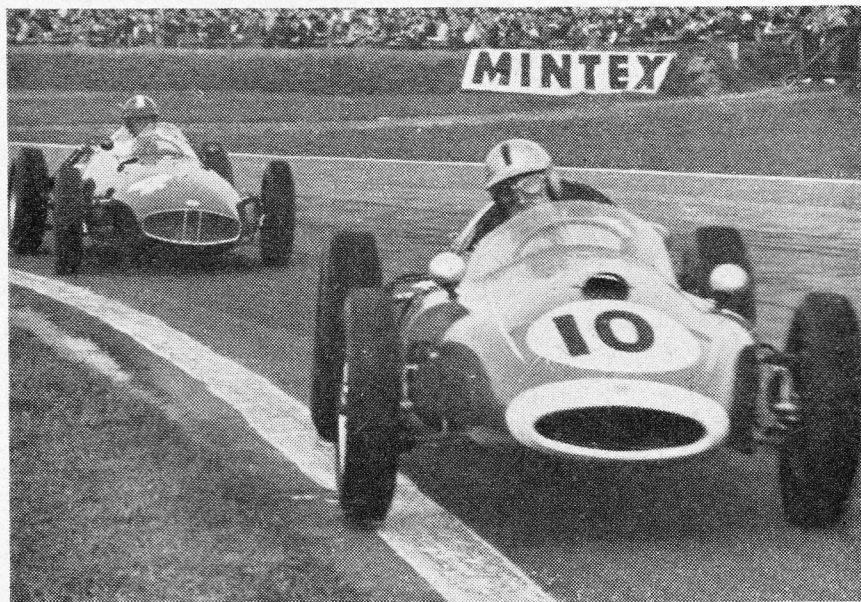
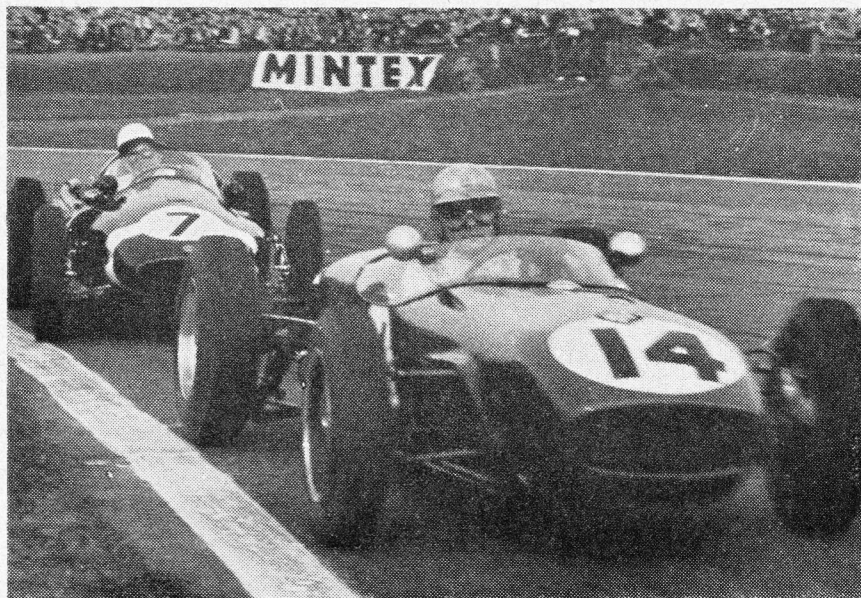
Stirling Moss (Aston Martin DB4GT) dominated the closed car category with 1 min. 38.8 secs. (87.45 m.p.h.), and Roy Salvadori (3.8 Jaguar saloon) did 1 min. 41.8 secs., which neither he, sponsor Coombs nor Lofty England believed, but naturally bowed to the pronouncements of the timekeepers. Tom Dickson was extremely rapid with his Elite, being credited with 1 min. 44.4 secs. (82.76 m.p.h.).

Blue skies brought out a tremendous crowd on Easter Monday, with traffic jams of unprecedented proportions, particularly at Petworth and Midhurst. The thousands were still queueing up to get into the circuit when the aerial display started. We had quite an eyeful of various private aircraft, but everything paled into insignificance when the fabulous "Triple One" Black Arrows took the air. Personally these Hunters scare me stiff; how on earth these R.A.F. types can fly in such close formation at ridiculous speeds is beyond comprehension. I watched them in great comfort from outside Dunlop's marquee . . . except for a crick in the neck and pop-eyes from sheer incredibility.

After everyone had got back their breath, the boys lined up for the Formula Junior race. Trevor Taylor (Lotus-Ford) took the lead, followed by team-mates Jimmy Clark and Mike McKee, with Henry Taylor (Cooper-Austin) next up. It was Oulton Park all over again, only Clark went into the lead much earlier—actually Lap 3—and Taylor managed to push ahead of McKee till half-distance when the Norwich man snapped back into third spot and held off the bob-sleigh star. Behind came Keith Ballisat and M. H. Spence in their Cooper-Austins, but neither could get near the leading quartette. Fagg's Deep Sanderson broke its steering and charged the bank at Woodcote, the driver stepping out unhurt. The Speedwell Cooper-Austin inverted itself at St. Marv's on Lap 3 and burst into flames. Luckily Venner-Pack was chucked out, and

PARDON ME! Bill de Selincourt (Lola) emerges from the chicane to find R. C. Kerrison still recovering from a collision with the chicane. Debris can be seen in the foreground.





BRITISH DEBUT of the rear-engined B.R.M. was made in the Formula 1 race. Here Dan Gurney is led by a hard-cornering Roy Salvadori (Cooper). Note the Cooper's lifting front wheel!

escaped with an injured arm. The fire was speedily put out. Chris Lawrence (Deep Sanderson) packed up near the end with a broken throttle cable, and Raby's Envoy dropped out of the reckoning after holding sixth place for four laps.

The Team Lotus challenge in the 15-lap event for the Lavant Cup was sadly depleted by the absence of Jimmy Clark and Alan Stacey. Steve Ouvaroff blew a cylinder head gasket, replaced it but was just too late to take the depart. Stirling Moss (Porsche) steamed into the lead, chased by Innes Ireland (Lotus), Roy

BACK AND FRONT: Graham Hill, in one of the rear-engined B.R.M.s, leads Joakim Bonnier in the conventional front-engined car through Madgwick Corner.

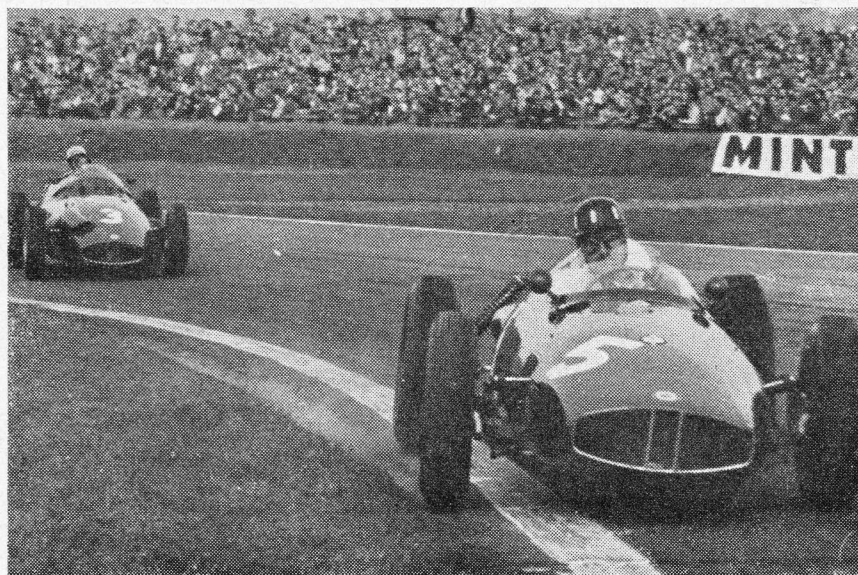
ONE, TWO: In the order in which they finished Innes Ireland leads Stirling Moss (Cooper) in the remarkable new rear-engined Lotus, which has started the season with an impressive record in the various guises in which it runs.

Salvadori (Cooper-Climax), Bruce Halford (Cooper-Climax) and Chris Bristow (Cooper-Climax) in that order. Bristow howled past Halford, just as Ireland forced his way ahead of Moss's dark blue Porsche. Salvadori came right up on the German car, but Moss had it on sheer acceleration out of Woodcote and to the chicane.

Behind the leaders, McKee (Cooper-Climax) sat on Halford's tail, closely followed by the New Zealander D. Hulme (Cooper-Climax), who was being pressed by Ian Raby (Hume Cooper-Climax). Ireland, driving superbly, began to draw steadily away from Moss; Salvadori fell back slightly, but continued to get away from Bristow. Schell came up to try conclusions with Hulme and Raby, with George Wicken also in the hunt. Soon the race developed into a pattern, with Moss trying all he knew to catch Ireland, but being defeated by the superior roadholding and flashing acceleration out of the bends of a Lotus which was being driven by someone who just sat there and did all the right things.

Henry Taylor was an early pit-caller, and after trying to sort out over-heating problems, retired on his fifth lap with the Laystall-Climax. Ireland sailed on to victory, not only setting a new F2 record in 1 min. 28.8 secs. (97.30 m.p.h.), but actually equalling the existing circuit record, held jointly by Stirling Moss (Cooper-Climax) and the late Mike Hawthorn (Ferrari). Moss finished 6.4 secs. behind the flying Lotus, with Salvadori and Bristow next up—considerably in arrears, but at speeds which would probably have won an F1 race last year . . . such is progress!

Fitted with a 2½-litre Coventry-Climax engine, Roy Salvadori was uncatchable in John Coombs's immaculately prepared Cooper Monaco in the 21-lap sports car race, but some really outstanding driving came from North of England man Jimmy Blumer in the Roseberry Service Station's 2-litre Cooper Monaco, who snatched



START of the Formula Junior race. Leading the pack as it gets away from the grid are Trevor Taylor (Lotus, 47), Jim Clark (Lotus, 46), Mike McKee (Lotus, 48) and Henry Taylor (Cooper, 51).

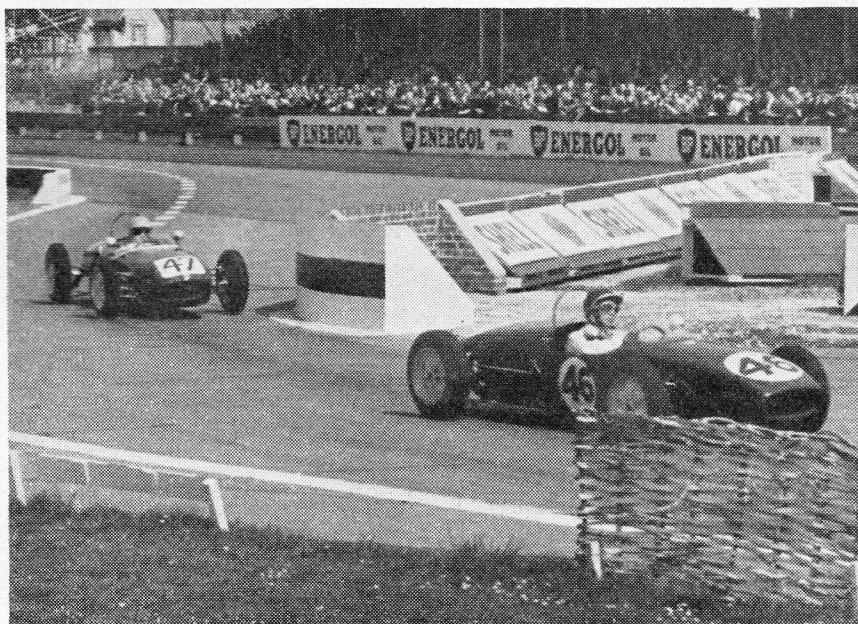
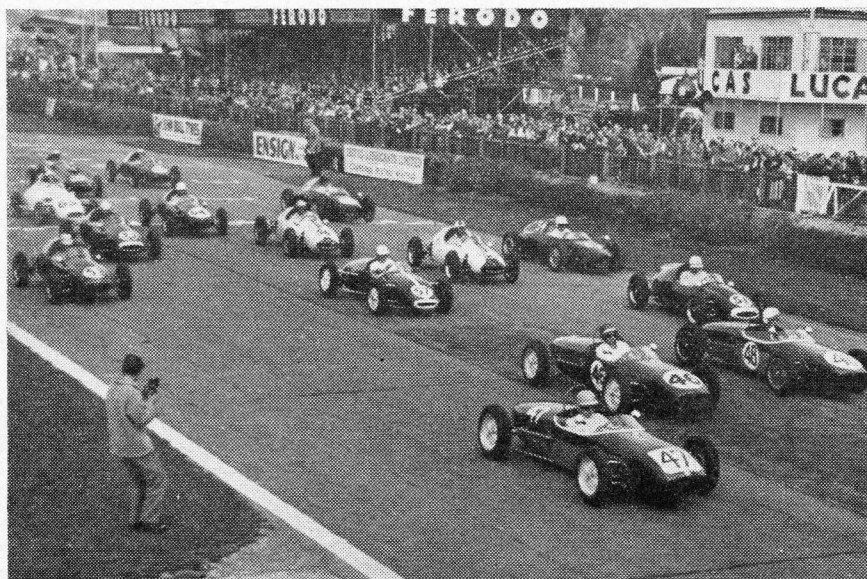
second place from the redoubtable Tom Dickson and his 2-litre Lotus-Climax by 9.4 secs. The big-engined cars were completely outpaced, and after Jimmy Clark's Aston Martin fell by the wayside, they were never in the hunt. Clark made a wonderful start, but later fell back after a pit stop before retiring.

Now the huge crowd settled down for the day's big event—the Goodwood International "100" for the Glover Trophy, with the starting grid as follows:—

Ireland (Lotus-C) 1 m. 26 s.	Schell (Cooper-C) 1 m. 25 s.	Moss (Cooper-C) 1 m. 25 s.	Bristow (Cooper-C) 1 m. 24.8 s.
Gurney (B.R.M.) 1 m. 26.6 s.	McLaren (Cooper-C) 1 m. 26.4 s.	Salvadori (Cooper-C) 1 m. 26.2 s.	
Stacey (Lotus-C) 1 m. 30.2 s.	Bonnier (B.R.M.) 1 m. 28.4 s.	Hill (B.R.M.) 1 m. 27 s.	Brooks (Vanwall) 1 m. 26.8 s.
Greene (Cooper-Mas.) 1 m. 33 s.	M. Taylor (Lotus-C) 1 m. 50 s.		

It seemed quite incredible that Tony Brooks in the revised and more powerful Vanwall should beat the existing lap record by 2 secs.—and yet find himself only on the third row of the grid. Gurney and Graham Hill were in the rear-engined B.R.M.s, Joe Bonnier having the older edition. All three were under the old lap record.

Bristow made a tremendous start, chased into Madgwick by Moss, Salvadori and Ireland; Michael Taylor's Lotus-Climax stammered off on three cylinders. Moss shot into the lead at Lavant, whilst Ireland swept past Salvadori, who had Dan Gurney right on the tail of his Cooper-Climax. Lap 2, and Ireland was in second place hot in pursuit of Moss, but Bristow tenaciously held on. Next time round, the three cars came tearing through the chicane and past the packed stands as if they were tied together with string. Dan Gurney was missing; he and Salvadori had collided at Lavant, and the B.R.M. was out of the race. Salvadori carried



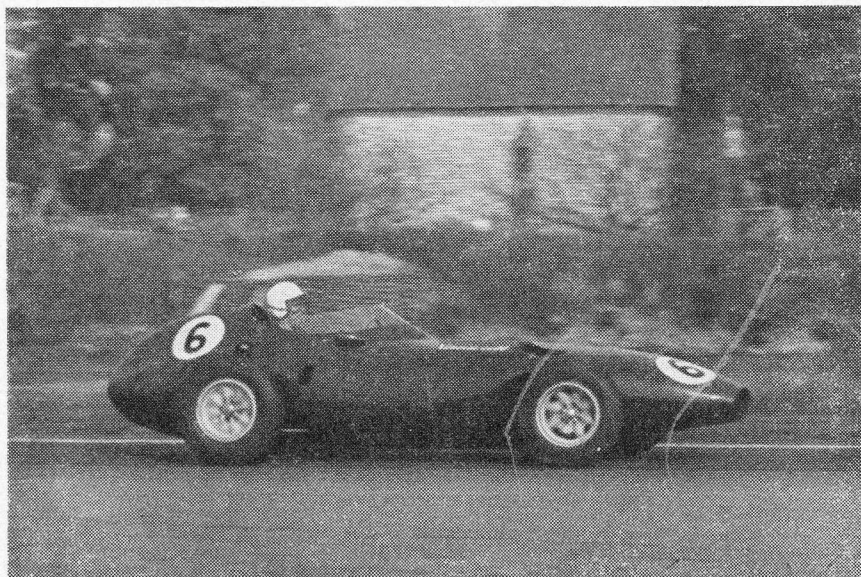
THROUGH the chicane in the Formula Junior race go Jim Clark and Trevor Taylor in their Lotuses. Clark's style is notably relaxed.

on, now in sixth place behind McLaren and Schell.

The pace was terrific, the three leaders already lapping under 1 min. 26 secs. Then Innes Ireland whipped his Lotus into the lead with a record lap of 1 min. 25.4 secs. (101.17 m.p.h.). Trailing along behind Ireland's Lotus and five Cooper-Climaxes came the two remaining B.R.M.s and Brooks's Vanwall—already outpaced with only a few miles run.

It now developed into a straight fight between Innes Ireland and Stirling Moss, and it must have been unnerving for the Scotsman to have S. Moss, Esq., almost swallowing his exhaust pipe, trying every
(Continued on page 546)

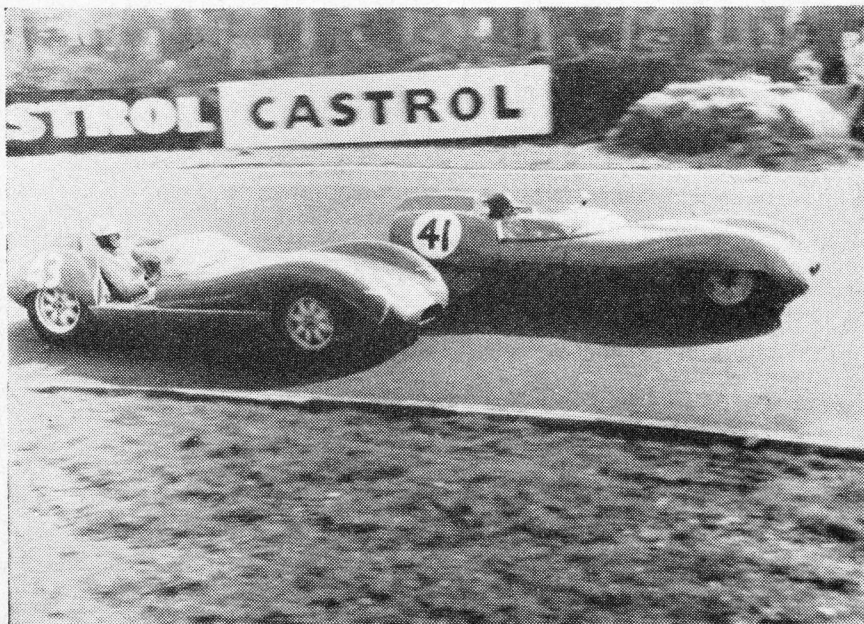
BACK AGAIN on the circuits is the Vanwall, conducted in the Formula 1 race by Tony Brooks. He was not, however, to emulate any of his successes with the car.



HARD on the heels of David Piper (2½-litre Lotus-Climax) is Chris Steele's 1,100 c.c. Lola. Steele spun most spectacularly in the earlier part of the race.

THE B.R.S.C.C.'s first Brands Hatch race meeting of the season was an unqualified success. First class racing, organization and perfect weather made for a most enjoyable day's sport. The heat of the sun was, unfortunately, melting the tar of the newly resurfaced portions of the track and the slippery surface caused several incidents; none very serious.

The first event, for sports cars up to 1,000 c.c., got off to an interesting start when the whole of the front line of the grid jumped the flag. J. M. Beatty (Lotus) and Paddy Gaston (Sprite) were the worst offenders and were both penalized one minute for their sins. Gaston started, stopped after about 10 yards, and was overwhelmed by those making a more orthodox getaway, but managed to get into second place after Beatty before Paddock Bend. On the second lap he passed Beatty at Druids just before Fred Marriott's Sprite suffered some



BRANDS HATCH IN THE SUN

Graham Warner's Field Day at B.R.S.C.C. Meeting

steering derangement, spun wildly at Bottom Bend and charged the safety barrier. Then Beatty spun on Clearways and dropped right back to the tail end of the field. Meanwhile, J. van Niekirk (G.S.M. Dart), who had been going very rapidly in third place, started to move up to challenge Gaston and kept trying to slip past all the way round the circuit on the next three laps. The two leaders were far ahead of the rest of the field, led by K. L. Spellman's Sprite, and were increasing their lead all the time. H. W. Epps (Sprite) spun spectacularly at Bottom Bend, Beatty overcooked it again at Clearways and C. J. Green's very slow Fairthorpe retired. On the sixth lap the Dart took the lead at Kidney and Gaston lost about 30 yards when he slid wide on Clearways and even more when the same thing happened on the seventh lap.

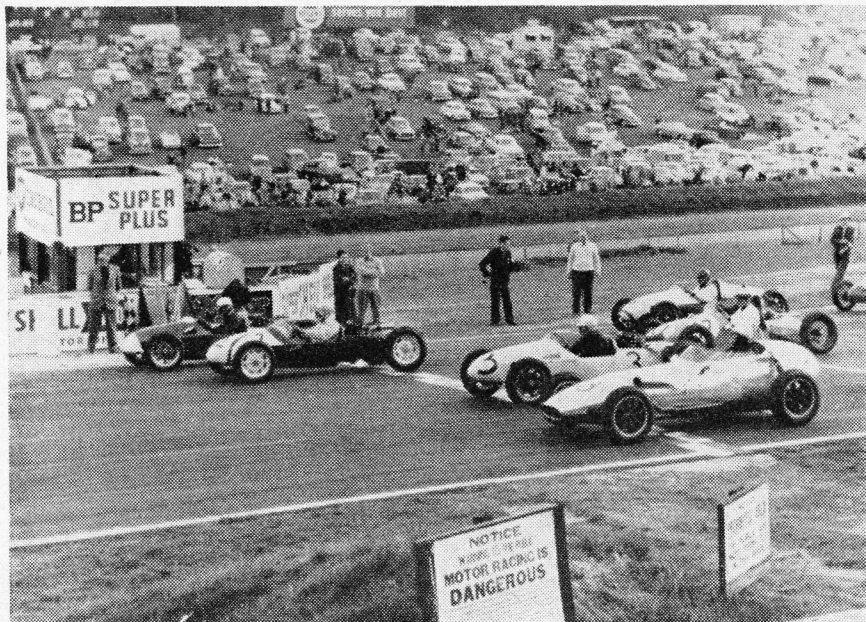
Gaston then rolled the Sprite at Paddock Bend on the eighth lap, making a most horrific mess of the car, but escaping with bruises, which let the flying van Niekirk away to win by half a lap from Spellman (Sprite) and R. Falconer (Turner), Beatty losing his third place due to being penalized.

The next event, for F3 cars, was rather processional. J. Pitcher, G. M. Jones and P. Ellis (Cooper-Nortons) sailed into the first three places, only A. J. C. Newton (Cooper-Norton) being within striking distance. On the fourth lap he took Ellis for third place, on the sixth he passed Jones into second and set off in pursuit of Pitcher, who had a very substantial lead. The first three cars were far ahead of Ellis, their nearest rival, and were steadily opening the gap when on the 13th lap Newton's car spun

on Paddock Bend and went over the barrier. He was not seriously injured but had to be taken to hospital. Pitcher, who had driven very well, went on to take the flag followed at a respectful distance by G. M. Jones and P. Ellis, who, in turn, were a long, long way ahead of G. F. Meharey (Cooper-J.A.P.) in fourth place.

The touring car race for cars up to 1,000 c.c. was the first to the B.R.S.C.C.'s new SupaTura Championship regulations, which allow any modifications which entrants can dream up, short of supercharging. Doc Shepherd and Paddy Gaston (A40s) shared the front row of the grid with John Young's Ford

(Continued on page 560)



Results

10-lap Scratch Race for Sports Cars, up to 1,000 c.c.: 1, J. van Niekirk (G.S.M. Dart), 65 m.p.h.; 2, K. L. Spellman (Sprite); 3, R. Falconer (Turner). **Fastest lap:** van Niekirk, 66.83 m.p.h.

15-lap Scratch Race for F3 Cars: 1, J. Pitcher (Cooper-Norton), 70.41 m.p.h.; 2, G. M. Jones (Cooper-Norton); 3, P. Ellis (Cooper-Norton). **Fastest lap:** Pitcher and A. J. C. Newton (Cooper-Norton), 71.54 m.p.h.

10-lap Scratch Race for Touring Cars up to 1,000 c.c.: 1, G. C. Shepherd (Austin A40), 66.04 m.p.h.; 2, J. M. Young (Anglia); 3, G. Williamson (Austin A40). **Fastest lap:** Shepherd, 67.64 m.p.h.

15-lap Scratch Race, Unlimited Sports Cars, Part 1: 1, D. Piper (Lotus XV), 74.07 m.p.h.; 2, A. B. Rees (Lola); 3, D. Hitches (Lola). **Fastest lap:** Piper and Rees, 76.18 m.p.h.

Part 2: 1, D. Piper, 74.62 m.p.h.; 2, C. Steele (Lola); 3, D. Hitches. **Fastest lap:** Piper, 76.97 m.p.h. (lap record).

Aggregate: 1, Piper, 74.34 m.p.h.; 2, Hitches; 3, J. R. T. van Sickle (Lotus XI).

15-lap Scratch Race for Formula Junior Cars: 1, G. Warner (Gemini), 68.51 m.p.h.; 2, H. W. Epps (Elva); 3, D. Addicott (Elva). **Fastest lap:** Warner, 70.19 m.p.h.

10-lap Scratch Race for G.T. Cars: 1, G. Warner (Lotus Elite), 66.13 m.p.h. **Class A, over 1,600 c.c.:** 1, R. A. Gibson (XK 120), 66.06 m.p.h.; 2, R. A. V. Staples (A.C.-Bristol); 3, R. North (TR3). **Fastest lap:** Gibson, 67.43 m.p.h. **Class B:** 1, Warner, 66.13 m.p.h.; 2, B. Whitehouse (Lotus Elite); 3, R. Shepherd-Barron (Alfa Romeo). **Fastest lap:** Warner, 68.47 m.p.h.

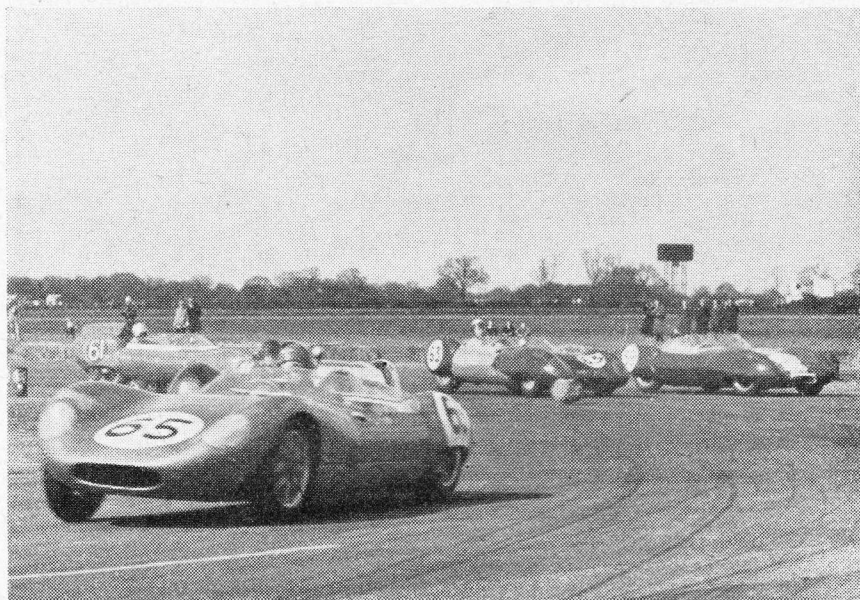
10-lap Scratch Race for Formula Junior and 500 c.c. Cars: 1, G. Warner (Gemini), 71.01 m.p.h. **Class A, 500 c.c. Racing Cars:** 1, J. Pitcher (Cooper-Norton), 71.01 m.p.h.; 2, G. M. Jones (Cooper-Norton); 3, G. F. Meharey (Cooper-J.A.P.). **Fastest lap:** Pitcher, 72.23 m.p.h. **Class B, Formula Junior Cars:** 1, Warner, 71.01 m.p.h.; 2, D. Addicott (Elva); 3, H. Epps (Elva). **Fastest lap:** Warner 72.94 m.p.h.

START of the last event, for F.J. and F3 cars. J. Pitcher, Gordon Jones and P. Ellis (Cooper-Nortons) and Graham Warner (Gemini) are on the front row.

OUT of a corner comes Chris Meek (Lola), while behind him G. Breakall, D. Pownall, K. M. Francis and J. M. Bramwell dodge a rolling oil drum!

BEFORE the largest crowd of spectators yet seen at Rufforth Aerodrome, near York, on Easter Saturday, the British Racing and Sports Car Club (Northern Section) staged what was easily their most effective meeting to date. A series of seven well-chosen events catered for all types, and, coupled with first class administration, gave to the onlookers full value for their "bawbees", the brilliant sunshine aiding and abetting as never before!

Rufforth last year measured some 2.1 miles around, but for the 1960 season the course has been shortened to 1.7 miles, by cutting down the long straight (which was, in fact, a little too long for clubmen) and turning right at the new York corner. Then a short straight turns right again at Acomb corner, making, in fact, a long dogleg. Again at



Excellent B.R.S.C.C. Rufforth Meeting

G. Breakall (Lotus) Wins Both Main Events

the other end, the lead out of Becketts has been altered; now an S-bend twists to the left before Runway and the main straight. Lap speeds are down a little, six miles an hour to be precise, but the resultant better spectator viewing amply pays off!

The meeting started with a couple of short circuit races for Karts which, though providing excitement to those spectators near enough to the "oval" used, seemed rather out of place at a "proper" race meeting!

Event 3 was a 10-lap scratch race for single-seater racing cars up to 1,100 c.c., incorporating 500s as a separate race. For first place there was never any doubt, R. Hudson in an Elva Junior lapping around 1 min. 30 secs. winning as he liked. For second place, however, a ding-dong battle ensued. For nine of the 10 laps involved I. H. Smith, in another Elva Junior, actually held the lead, but he was harried all the way, first by C. Joynson and then by J. S. Cordingly, both Elva-equipped. Smith and Cordingly crossed the line with only feet separating them. The only two 500s to finish were those driven by J. R. Parker and M. J. Ledbrook, both a lap down on the Juniors.

Event 4 was a 10-lap scratch race for sports cars up to 1,200 c.c. For eight laps K. D. Jones of A35 fame, now driving a Lotus and lapping around 1 min. 38 secs., led easily. Then, on lap nine, he disappeared, thus allowing second man J. F. Dickinson, similarly equipped, into the lead. He was followed home by W. J. Morgans on a further Lotus with P. Kelly driving the Longbacon in third place.

Event 5 was a 16-lap scratch race for sports-racing cars of unlimited capacity. For the first four laps the lead was hotly contested by B. Barton (Lotus Fifteen), C. Meek, driving P. Gammon's Lola, K. M. Francis (Lotus Eleven) and G. Breakall (Lotus Eleven). The latter swept through on lap five and lapping

Results

Event 3: 1, J. R. Parker (Cooper), 59.83 m.p.h.; 2, M. J. Ledbrook (Cooper). **Fastest lap:** Parker, 61.69 m.p.h. **Class B:** 1, R. Hudson (Elva Jr.), 67.62 m.p.h.; 2, I. H. Smith (Elva Jr.); 3, J. S. Cordingly (Elva-Austin Jr.). **Fastest lap:** Cordingly, 69.7 m.p.h.

Event 4: 1, J. F. Dickinson (Lotus-Ford), 60.17 m.p.h.; 2, W. J. Morgans (Lotus Seven); 3, P. Kelly (Longbacon). **Fastest lap:** Kelly, 62.70 m.p.h.

Event 5: 1, G. Breakall (Lotus Eleven), 67.88 m.p.h.; 2, K. M. Francis (Lotus Eleven); 3, B. Barton (Lotus Fifteen). **Fastest lap:** Barton, 69.86 m.p.h.

Event 6: 1, J. Wagstaff (Lotus Elite), 63.55 m.p.h.; 2, J. Russell (Lotus Elite); 3, H. Stiller (Lotus Elite). **Fastest lap:** Wagstaff, 65.52 m.p.h. **Class B:** 1, P. C. Kelly (Elva Courier), 60.37 m.p.h.; 2, J. Heppenstall (M.G.A.); 3, K. N. Aitchison (T.V.R.). **Fastest lap:** Kelly, 61.08 m.p.h.

Event 7: 1, I. Harris (Austin-Healey 100S), 63.21 m.p.h.; 2, E. C. Booth (Frazier-Nash); 3, E. J. Mitchell (A.C.-Bristol). **Fastest lap:** Harris, 64.42 m.p.h.

Event 8: 1, H. W. Ratcliffe (Morris Minor), 56.59 m.p.h.; 2, R. J. Bloor (A35); 3, G. L. Thompson (Volvo). **Class B:** 1, M. J. Kingham (Ford Zephyr), 57.79 m.p.h.; 2, E. B. Wadsworth (Healey-Elliott). **Class C:** 1, P. G. Walton (Jaguar), 59.69 m.p.h.; 2, J. R. Kennerley (Jaguar).

Event 9: 1, G. Breakall (Lotus Eleven), 69.03 m.p.h.; 2, K. M. Francis (Lotus Eleven), (shared lap record, 71.63 m.p.h.); 3, B. Barton (Lotus Fifteen).

around 1 min. 29 secs. was never again headed, winning by some 9 secs., Meek holding second place by feet only from Francis until the penultimate lap when third gear slipped out of mesh and a con-rod went through the side. This contretemps saw Francis a safe second with Barton third. This event was not without its share of gyrations, J. Russell (Lotus Eleven) spinning no less than three times in two laps and C. B. Dawson (Lotus Eleven) revolving on the eighth tour, the scene in both cases being Acomb Corner.

A 10-lap scratch race for sports and grand touring cars up to 1,600 c.c. was sub-divided into those equipped by Climax engines and others. Lotus Elites swept the board in Class A. Drivers were J. Wagstaff, J. Russell and H. Stiller, who finished in that order. Class B showed a victory for P. C. Kelly (Elva Courier) from a well-driven M.G.A in

the hands of J. Heppenstall, who just held off K. N. Aitchison's T.V.R.

Event 7, a 10-lap scratch race for sports cars of unlimited capacity, provided one of the closest and best races of the day involving four drivers, each of whom was unlucky to be beaten! Names in the order of finish were I. Harris (Austin-Healey 100S), E. C. Booth (Frazier-Nash), E. J. Mitchell and B. McCowen driving A.C.s.

An eight-lap scratch race for modified production saloons was sub-divided into 1,200 c.c., 2,600 c.c. and over; 3.4 Jaguars took the big class, P. G. Walton leading from start to finish. The second man home, J. R. Kennerley, after a spin on the first lap, put in a very powerful drive to come through a big field to second place. T. Pryke, though an overall fourth to M. J. Kingham's very fast Zephyr, took third spot in the big class. Kingham, as before mentioned, walked the intermediates with the perennial Wadsworth Healey-Elliott in second place. Among the "babies" some fantastic driving was witnessed, the winner, H. W. Ratcliffe (Morris Minor), finishing fifth overall! Next came R. J. Bloor (A35), who was sixth overall, and third spot was officially credited to a reserve Volvo driven by G. L. Thompson. Its capacity of 1,583 c.c. would seem outside the class, so mention must be made of a most superb drive by F. P. Kaye whose little Austin Seven was rock steady and extremely fast and to whom I would have credited third.

Event 9 was a 16-lap scratch race for racing and sports cars of unlimited capacity. After the failure of the only Formula 2 contender to complete the first lap, the race was a gift to G. Breakall after a superb drive in which he averaged some 69.03 m.p.h., and in so doing set up a new lap record of 71.63 m.p.h. Francis, in the smaller Lotus, held second place after a fine dice with Barton who finished third. Dawson repeated his previous lapse of race 5 but this time on the 12th tour, whilst E. R. Walters in a Cooper-Jaguar seemed to find the big car somewhat of a handful and deviated from course on odd occasions!

FRANCIS PENN.



THE chance to drive one man's dream car seldom arises in any part of the world, and in New Zealand it is the sort of thing that might happen once in a couple of life-times. Thus it was with considerable alacrity that I accepted an offer to sample the "one off" experimental car that was shown to the public last year for the first time by Repco, Ltd., Australia's largest automotive component manufacturer.

To be quite frank I'm in a bit of a quandary about this dream car. It has no name. But in Australia people are now calling it the Repco Record so we will have to let it go at that.

Most enthusiasts in this part of the world, as well as quite a number in the Northern Hemisphere, have heard of Charlie Dean. He is the brilliant Australian automotive engineer who was responsible for the design and development of the Maybach Special, the car Australian racing driver Stan Jones used to win the first New Zealand Grand Prix some years ago and, at the same time, vanquish some powerful European opposition.

Charlie Dean has designed and built a number of very successful specials in Australia and for many a long day he considered building himself the car he would like to own. The story goes that he was almost on the point of doing so

and then a slice of real luck came his way.

Mr. Dean also happens to be the head of Repco Research Pty., Ltd., and it so happened that just about the time that he was thinking about getting down to work on his own account the parent firm decided that it would be a good idea to build a car of its own as a mobile test bed for the purpose of seeing exactly how its own products and prototype components stood up to the job.

Mr. Dean was given the "all clear" to go ahead and build a car, and what he did was build his dream car. The result appeared in public for the first time at the Melbourne International Motor Show late in 1959. Repco men on the firm's stand spent all their time fighting off potential buyers and explaining that the car was not a prototype of a production model and was definitely not for sale.

Little time was lost by your correspondent in arranging an appointment

DRIVING POSITION of the handsome Repco Record would be hard to equal.

with Dean's lieutenant, Paul England, plus car at the Wigram circuit, venue of the Lady Wigram Trophy race.

As things turned out we all met up in the city and after ploughing through the crowd I found a dazzling yellow (Repco call it primrose) G.T. car nestling by the kerb. It had a very mean look about it, but as England and I drove quietly out of town towards Wigram I found it had perfect manners.

But to come back to looks for a moment. The most prominent feature is undoubtedly the large rear window which is bisected by a fin that acts as a stabilizer and air vent to keep down the temperature in the well-designed and functional cockpit.

One Man's Dream

Peter Greenslade tries an Australian Engineer's Ideal Car

The bonnet slopes away nicely and a wrap-around windscreen with slender door pillars provides a panoramic view. The interior finish is excellent, grey-black leather upholstery and trimming being used. The full range of instruments is well grouped in front of the driver and the driving position would be hard to equal.

The spare wheel is carried behind the bucket seats and there is ample luggage space also. This car is by no means light. It has a kerb weight of about a ton and is of integral construction with a tubular backbone. Each body panel plays its part in keeping the bits and pieces together and, of course, every square inch of it was hand-beaten. The finish is excellent.

When we reached Wigram, England lifted the bonnet and replaced the soft plugs with some harder ones more suitable for quick motoring.

Prominent features under the bonnet are a pair of Weber downdraught carburettors and the rather unusual head. This engine is, as might be expected, a much-modified Holden unit. In fact it is so modified that the only Holden part remaining is the block.

The head is one marketed by Repco under the name of "Highpower", and it is a very interesting unit. It is an iron casting with large inlet valves inclined at 23 deg. to the centre line opening straight into the cylinders. Vertical exhaust valves are sited in recesses offset in relation to the bore. Each exhaust valve has its own short port with water fully surrounding the valve guide.

The inlet ports are gas-flowed and each inlet valve has its own port. But the front three and the rear three are joined into two groups by galleries formed partly in the head and partly in the inlet manifolds. The arrangement gives good mixture distribution and permits valve timings with a very large amount of overlap, while providing enough manifold heat to dispense with external hot-spots.

(Continued on page 548)



REAR VIEW shows the wicked-looking tail fin, which really has an effect on the car's handling at speed.

SLIDE. P. E. Roberts brings his car round for the last sprint to the finishing line in the first of the two driving tests at the Bromsgrove finish. His was the best time of the day in this particular test.

HEAVERY rain in the Welsh mountains spoiled the sheets of a high proportion of the competitors in the Midland Automobile Club's *Birmingham Post* National Rally.

The approach to a control near Meifod, up a steep hill with a hairpin bend, became so slippery with mud that it defied the efforts of many crews, and there was severe baulking, much pushing and man-handling of cars, with consequent heavy penalties.

Twelve out of the 124 starters—there were 10 non-starters—finished the 400-mile route, which lay principally in Wales, without penalty, and the final results were decided by the combined times in two driving tests held at the finish at Bromsgrove.

M. Sutcliffe (Morris) won by 0.80 secs. from G. J. Mabbs (Triumph Herald), with Mrs. Pauline Mayman taking the all-ladies' crew award for the third year in succession.

The entries were divided into two main categories, the one for "experts" and



A Tough "Birmingham Post" Rally

12 Finish Clean from 124 Starters—M. Sutcliffe (Morris) Wins

the other for "non-experts", with these categories sub-divided into two classes each—up to 1,000 c.c. and over 1,001 c.c.

Leaving Birmingham, using route cards—later changed to navigation by map reference, and then back to route cards again—the convoy headed for North Wales, turned south over the central Welsh mountains, and made for an early morning halt at Pen-y-Bont.

Here only 12 cars were "clean", many

having suffered penalty through the hold-up near Meifod. There had, too, been incidents, with Peter Morgan spinning his car on a main road before hitting a bridge, followed by an excursion into the mud; F. R. Desmet (Austin-Healey Sprite) broke a leg when his car went through a gate, and his navigator, A. Wilson, was cut, S. R. G. Banks and T. G. Findlay arrived at the finish with the panelling of their Triumph Herald

sadly needing attention, but with no personal injury.

A pointer towards the advisability of holding rallies in hours when there are few other vehicles on the road, or in quiet areas, came at the finish, for in the last stages competitors found it difficult to maintain an average because of the heavy traffic. Indeed on the final stage but one no fewer than 42 cars were penalized, even though this was daylight and in the Midlands.

Among the crews of some of the smaller, lower-slung cars there were a few who expressed the opinion that the route was just a little on the rough side, in view of the average speed of 30 m.p.h. On the other hand there were 12 clean sheets, and, among the experts, crews who felt that the route could have been tighter still—possibly by a greater use of timed controls instead of manned passage controls—or tougher so that the winner could be decided on the road.

For organizers this divergence of opinion between the leading drivers and those with possibly less experience is a difficult problem to solve.

In this instance it was the driving tests which decided the prize list. The 12

(Continued on page 550)

Results

M.A.C. Challenge Cup: M. Sutcliffe/S. Woolley (Morris), 49.0 marks lost.

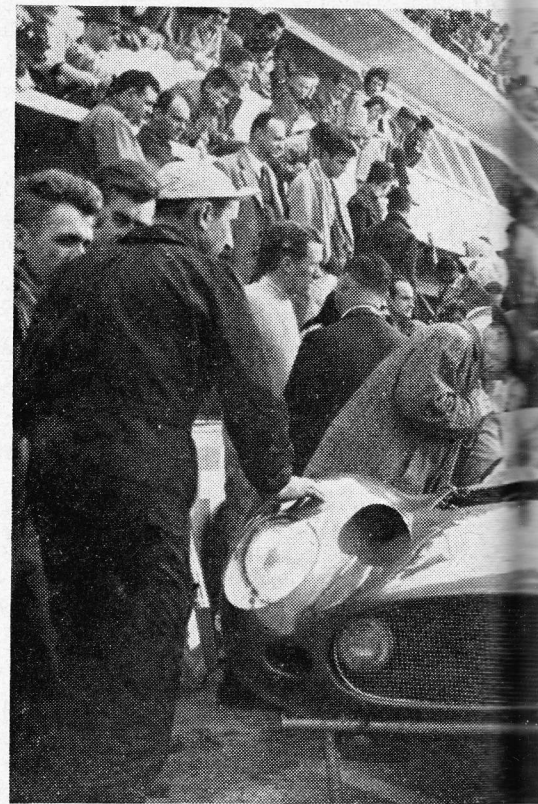
Regent Challenge Trophy for best performance by all-ladies' crew: Mrs. E. P. Mayman/Miss Valerie Domleo (Morgan), 51.40.

Team Award: "Hark the Herald" Team (Triumphs), G. J. Mabbs/D. Mabbs, I. D. Lewis/R. Porter, J. H. J. Flook/M. Hart, 340.40 marks.

Class Awards (Experts), up to 1,000 c.c.:
1. M. Sutcliffe/S. Woolley (Morris), 49.0 marks;
2. G. J. Mabbs/D. Mabbs (Triumph), 49.80;
3. M. J. Webb/D. Holland (Triumph), 50.20.
Over 1,000 c.c.: 1. B. Harper/R. Crellin (Morgan), 50.20; 2. Mrs. E. P. Mayman/Miss V. Domleo (Morgan), 51.40; 3. G. H. F. Parkes/G. W. Howarth (Austin-Healey), 52.80.

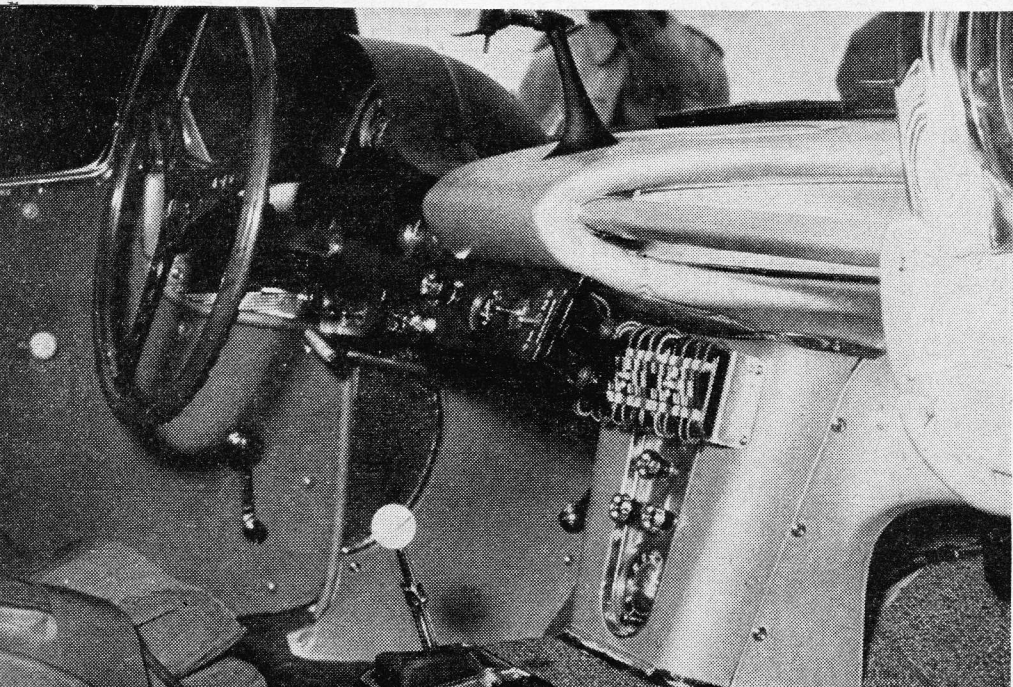
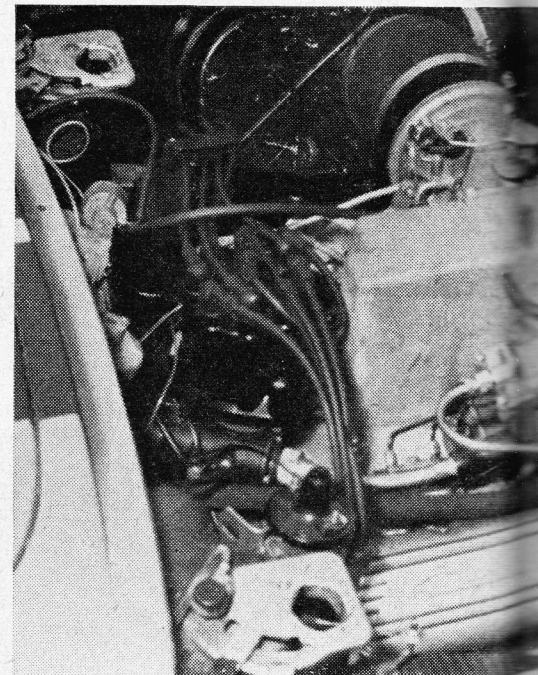


HEAD DOWN, tail up as Tony Lewis brings his Herald to a quick (and planned) stop at the end of one of the driving tests in the M.A.C.'s National rally.



PRACTICE DAY AT

TOP LEFT: Triumph at speed. The Le Mans cars have been built for speed. **LEFT:** Walt Hansgen, looking worried, tells his mechanic about the airflow around the huge windscreen. **BELOW LEFT:** Floor gear of the Corvettes which will support the American challenge. **RIGHT:** The attraction is the Ferrari, on which, with the very fast "birdcage" Corvette is fed by Hilborn-Travers fuel injection. **ABOVE RIGHT:** Chiti and spectators pay rapt attention. **CENTRE RIGHT:** The fins added to prevent fade and offset the advantages of disc brakes add to the glory of the Coventry firm. It was specially commended

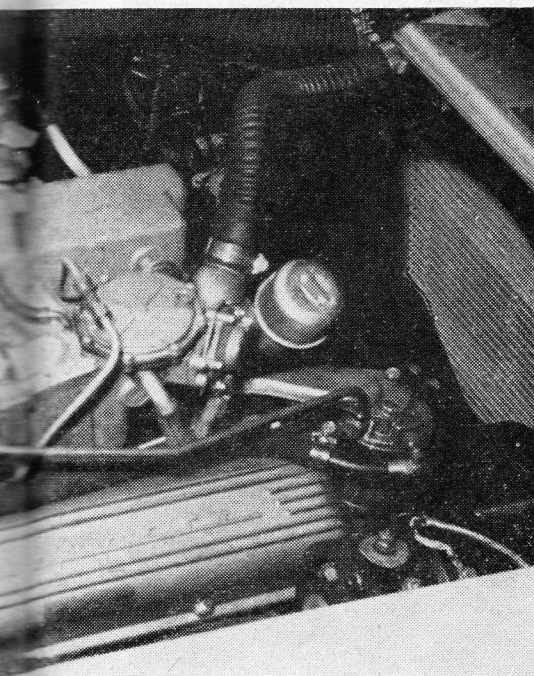


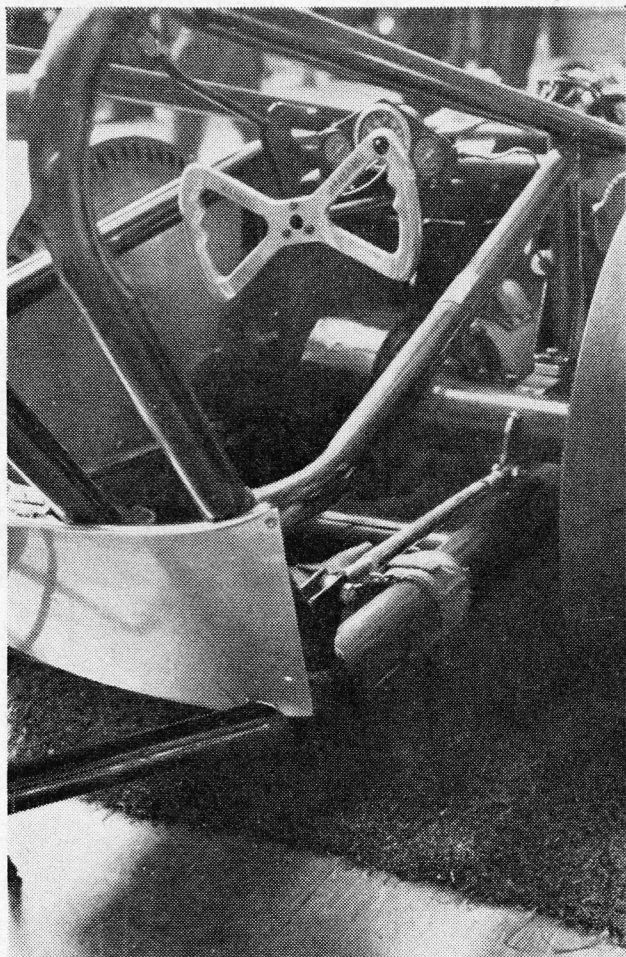


LE MANS

Photography by
MAURICE-LOUIS ROSENTHAL

...vely redesigned and will use the 2 o.h.c. engine. **CENTRE**
...Jaguar's performance. The interesting "side curtains" will help
...battery of fuses and luxurious appointments are features of
...by the Anglo-American Jaguar equipe. **ABOVE:** Centre of
...erati, Italy pins her hopes. **BELOW:** Power unit of the powerful
...Cliff Allison tells Phil Hill how the Ferrari handles, while Ing.
...bi-metallic brake drums of the Chevrolet Corvette are deeply
...machines. **BELOW RIGHT:** The long awaited Jaguar may well
...ed by Briggs Cunningham and is not a factory entry.





★

STARK: The cockpit area of the "D. and M. Special". The photograph clearly shows the radius rod and the upper brackets on the axle. It will be noted that the intrepid driver sits astride the differential casing and well behind the rear wheels.

★

THE REAR SUSPENSION OF AN AMERICAN DRAGSTER

ALL designers of competition cars are faced with at least one common problem. That is, the twisting of the rear axle under the load applied during acceleration. As the driving wheels turn forward, force is applied to rotate the axle in the opposite direction.

Due to their type of competition, the American dragsters have this problem to perhaps a greater extent than the Formula or sports racing cars. The usual solution to the problem is to bolt or weld the axle directly to the frame. As you may have seen in photographs, the torque reaction can lift the front wheels of the car off the pavement as the car starts forward.

Chassis Research, in Inglewood, California, put their slide rules to work and came up with a method of putting the torque reaction to use. Their conclusions have been embodied in the construction of the "D and M Special".

The rear tyres, called "slicks", are treadless 7:60-15 made of very soft rubber. Inflated to 35 pounds per square inch, they have a very nearly flat profile that gives maximum contact with the road surface. Radius rods fastened to the frame run forward to brackets on the lower rear of the axle. Other brackets welded to the top of the axle are mated with brackets welded to the frame over the axle. A $\frac{1}{2}$ inch space is provided between those two matching brackets.

This combination of radius rods and brackets provides lateral location of the axle in the chassis. In operation, the length of the radius rods will remain unchanged. A rubber pad is placed in the $\frac{1}{2}$ inch space between the two brackets over the axle. The pads are held in place by a bolt.

As the wheels turn forward during acceleration, the axle turns in the opposite direction. The axle end of the radius rod travels in a downward arc. The length of that arc is determined by the compressibility of the rubber pads. The softer the pad the greater the arc, and vice versa.

The greater the arc, the more force is applied downward on the tyres. The greater the downward thrust, the more traction is available. The amount of arc required is determined by the surface of the acceleration strip being used. Normally built of asphalt, the surface may be extremely hard and smooth or it may have a rough pebbly surface. The smoother the surface, the harder the rubber pads will be as less force downward is required for a given amount of traction.

The "D and M Special's" performance figures are worthy of note. With the car standing motionless, the weight on the rear tyres is 910 lb. The driver adds 165 lb. to make a total of 1,075 lb. on the starting line. Using the aluminium blocks as shown in the photographs, a weight transfer of about 150 per cent. is achieved. Thus the weight on the rear tyres during acceleration is 2,685 lb. Theoretically, the weight transfer can be raised as much as 700 per cent. by the use of very soft rubber pads. That would place 12,527 lb. on the rear tyres.

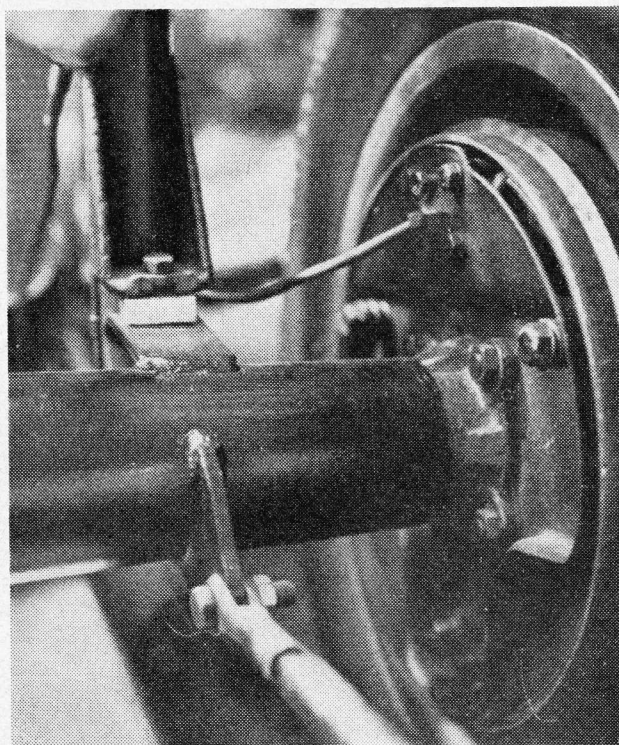
Is the system effective? On 3rd April at the drag strip in Charlestown, Rhode Island, the "D and M" ran the $\frac{1}{4}$ -mile from a standing start in 10.4 seconds. At the end of the strip it was travelling at 149 miles per hour.

RICHARD POE.

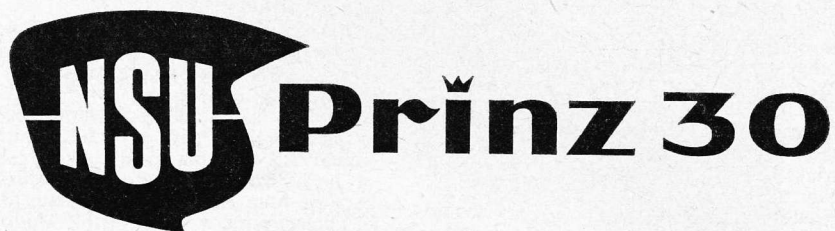
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CLOSE UP of the axle shows the upper brackets and the radius rod. Theoretically, the torque reaction weight transfer can be raised by 700 per cent. This would put an effective weight of 12,527 lb. over the wheels.

★



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Goodwood—continued

possible manoeuvre to get through. However, Innes decided "to hang with reputations", and coolly set about the task of making the mighty Moss bite the dust. All round the circuit the crowd thrilled to the duel; forgotten were the other cars—the brilliant driving of young Bristow—the battle between McLaren and Schell. Out came the watches: at times there was less than half-a-second between them. Moss produced every conceivable trick, but still that tantalising light green car stayed in front. Even his closest friends reckoned that Ireland would surely be tempted into making a mistake. However, Innes was determined not to make a single error. Using the matchless road-holding of the Lotus, and every bit of urge he could coax from the willing engine, the Stirling Moss challenge was gradually lessened. Moss really was trying in one of the most desperate chases ever seen at Goodwood.

Behind Chris Bristow was all on his own, but Salvadori had come up with McLaren and Schell. Stacey retired his older-type Lotus; Keith Greene packed up with the Cooper-Maserati, and Taylor abandoned his misfiring Lotus. After 20 laps, Harry Schell glided past the pits with an ominously quiet engine, and parked his Cooper-Climax on the grass at Madgwick. Brooks, who had visited the pits on his 18th lap, dropped to the tail of the field—a lap behind the leaders.

Bonnier and Hill had a brief tussle with their B.R.M.s, but nobody was really interested, with such a hectic struggle going on in front. Lap after lap; one second; half-a-second; $\frac{7}{10}$ second—that's how it went. Meanwhile the race average was steadily mounting to nearly 100 m.p.h. Anyway both Ireland and Moss could certainly claim the new "Goodwood Ton" Trophies for laps of over 100 m.p.h. during a race. Ireland's consistency was perfectly amazing, practically every lap being dead on 1 min. 25 secs. (101.65 m.p.h.). Then Moss made a desperate attempt to close the gap, turning in a new record with 1 min. 24 secs. (102.86 m.p.h.). "This was it", said the wise-aces; but Ireland still kept in front, refusing to be rattled.

At 30 laps, with $\frac{7}{10}$ sec. between Ireland and Moss, the race average was over 100 m.p.h., and were B.R.M. faces red when Bonnier was "doubled", and even redder when the same fate befell Graham Hill, who sadly waved the two leaders past. The unfortunate Salvadori had retired with transmission troubles, probably due to his early shunt with Gurney, so McLaren was left on his lonesome in fourth place behind Bristow.

The closing stages were even more thrilling, as Moss pulled out the stops to get in front of the Lotus. However, Innes determinedly stayed put, and with a deafening cheer from the crowd, took the chequered flag, 2.8 secs. in front of his world-famous rival. The race was run at the unprecedented speed of 100.39 m.p.h. It was a happy Ireland who received the Glover Trophy from the Duchess of Richmond and Gordon, with Colin Chapman and his men doing a hornpipe as they welcomed their number one.

There were long faces in the Owen pit. Long before the race, team manager Bertie Bradnack had resigned, and, knowing something of what had been going on, I cannot say that I blame him.

The loss of one who had every chance of inspiring B.R.M. with the necessary confidence must be a serious blow—particularly to Tony Rudd on whose shoulders the running of the team will undoubtedly fall.

After such a fantastic race, the closed car event was something of an anticlimax, providing Stirling Moss with the opportunity of proving how rapid the G.T. DB4 is. Yet Roy Salvadori put up a splendid show with a perfectly normal Jaguar 3.8, and managed to keep ahead of Jack Sears, in the Equipe Endeavour car, the blue 3.8 being stablemate to the newly acquired winning DB4. Undoubtedly Alan Foster in Dick Jacobs's M.G. had the most rapid "Twin Cam" ever to appear at Goodwood, but had to play second fiddle to Lumsden's Elite. Leston's new Volvo was surprisingly defeated by Blydenstein's Borgward, whilst Adams beat Sprinzel in the battle of the Sprites.

Results**Formula Junior (10 laps)**

1. Jimmy Clark (Lotus-Ford), 15 m. 55 s. (90.47 m.p.h.).
 2. Trevor Taylor (Lotus-Ford), 15 m. 57.4 s.
 3. Mike McKee (Lotus-Ford), 16 m. 19 s.
 4. Henry Taylor (Cooper-Austin), 16 m. 19.8 s.
 5. Keith Ballistat (Cooper-Austin), 16 m. 36.8 s.
- Fastest lap:** Clark, 1 m. 33.6 s. (92.31 m.p.h.)
New record.

Formula 2 (15 laps)

1. Innes Ireland (Lotus-Climax), 22 m. 24.2 s. (96.41 m.p.h.).
 2. Stirling Moss (Porsche), 22 m. 30.6 s.
 3. Roy Salvadori (Cooper-Climax), 22 m. 47.4 s.
 4. Chris Bristow (Cooper-Climax), 22 m. 56.4 s.
 5. Bruce Halford (Cooper-Climax), 23 m. 10.2 s.
 6. Mike McKee (Cooper-Climax), 23 m. 13.6 s.
- Fastest lap:** Ireland, 1 m. 28. 8s. (97.30 m.p.h.)
New record.

Sports Cars (21 laps)

1. Roy Salvadori (Cooper Monaco), 33 m. 36.8 s. (89.96 m.p.h.).
 2. Jimmy Blumer (Cooper Monaco), 33 m. 53.8 s.
 3. Tom Dickson (Lotus-Climax), 34 m. 3.2 s.
 4. D. Graham (Lotus-Climax), 34 m. 54.8 s.
- Fastest lap:** Salvadori, 1 m. 29.6 s. (96.43 m.p.h.)
New record.

Formula 1 (42 laps)

1. Innes Ireland (Lotus-Climax), 1 h. 0 m. 14.8 s. (100.39 m.p.h.).
 2. Stirling Moss (Cooper-Climax), 1 h. 0 m. 17.6 s.
 3. Chris Bristow (Cooper-Climax), 1 h. 1 m. 19.8 s.
 4. Bruce McLaren (Cooper-Climax), 1 h. 1 m. 32.4 s.
 5. Graham Hill (B.R.M.), 41 laps.
 6. Joe Bonnier (B.R.M.), 41 laps.
 7. Tony Brooks (Vanwall), 41 laps.
- Fastest lap:** Moss, 1 m. 24 s. (102.13 m.p.h.)
New circuit record.

Closed Cars

1. Stirling Moss (DB4 Aston Martin), 83.03 m.p.h.
 2. Roy Salvadori (3.8 Jaguar).
 3. Jack Sears (3.8 Jaguar).
- Fastest lap:** Moss, 84.05 m.p.h.

Classes:

- G.T., over 1,600 c.c.:** 1, Moss; 2, Salvadori.
G.T. 1,001-1,600 c.c.: 1, Lumsden (Elite); 2, Foster (M.G.).
G.T., up to 1,000 c.c.: 1, Adams (Sprite); 2, Sprinzel (Sprite).
Touring, up to 2,600 c.c.: 1, Blydenstein (Borgward); 2, Leston (Volvo).

CASTLE HOWARD HILL-CLIMB**A. Ensoll Wins Y.S.C.C. Event**

THE speed season opened in Yorkshire recently with the Yorkshire Sports Car Club's "Wharfedale Trophy" hill-climb held at Castle Howard, one of the stately homes, near Malton. There was a first-class, oversubscribed, entry of 75 cars, but the day was unfortunately spoilt by dismal rain showers, which made the course slippery, and by cold winds which prevented the many spectators from appreciating the noble surroundings and the keen sport.

In spite of this, it was a day which will be remembered by several drivers as a day of dicing for the last tenth-of-a-second's advantage—a real needle match!

The weather prevented any new records from being set up, but course record holder Alan Ensoll kept his record intact and set best time of the day in 26.53 seconds, which, when compared with his course record of 24.2 seconds, indicates how bad conditions were.

The track had been resurfaced and now consists of some 600 yards of twisting, climbing road which ends with a straight, almost level sprint of about 300 yards. Mud near the start made leaving the line a difficult proposition, and the more powerful cars all found trouble in controlling incipient slides on the first left-hand bend and on the right-hander which follow soon after.

The first of the three timed runs allowed took place in the dry, but in spite of that most of the fastest runs were recorded on a wet track when drivers had really got the hang of the bends. Exception was in the smallest saloon class, where Morris Whaley (Triumph Herald Downton) was fastest in 33.54 seconds on his first run, leading a class of Mini-Minors, Austin Sevens and sundry other devices powered by B.M.C. "A" type engines.

Main saloon interest came in the big class, where the hot Jaguar 3.4 of Hugh O'Connor-Rorke met the tuned Zephyrs of Ted Booth and Derek Clark. On the first runs all were surprised when a dark horse—the Vauxhall Velox of J. G. Allison—was fastest and clocked 31.84. He went even faster second time up, but was beaten by the Jaguar.

The next class was as equally hotly contested and attracted 10 Sprites and a single Fairthorpe. Henry Holliday's Sprite was the fastest of the first runs in 31.48 and then became the only car to break 31 secs. on the second runs except for Peter Smith. On the final runs he went even quicker to win from Smith (Sprite) by half a second.

S. H. Newton's well-prepared TR2 won the larger sports car class, closely followed by the Austin-Healey 100M of Tim Thompson who got the car back from Healey's after modification only two days before. On the last run John Netherwood overdid things in his TR2 and overturned after mounting the bank. He was unhurt and although looking non-standard, his car was still drivable.

A touch of the vintage was brought out by D. A. Harrison's Shelsley Frazer-Nash, which won the class for the biggest sports cars, looking slow but in reality moving very quickly through the bends. Alan Ensoll had trouble in controlling the power-snaking of his D-type owing to the wet but still crossed the finishing-line at a little over the ton.

Although the meeting was late in starting, through practice delays after trouble with the timing wires, once started it went without a hitch with more than 70 cars setting in all their runs in under four hours.

Provisional Results

Touring Cars, up to 950 c.c.: P. Kaye (Austin Seven), 32.50 s. **1,300 c.c.:** A. J. Burton (Simca Monthlery), 34.17 s. **1,900 c.c.:** G. L. Thompson (Volvo 122S), 31.78 s. **Over 1,900 c.c.:** H. J. O'Connor-Rorke (Jaguar 3.4), 30.04 s.

Sports Cars, up to 950 c.c.: H. O. Holliday (Austin-Healey Sprite), 30.33 s. **1,600 c.c.:** M. Brook (M.G. Twin-Cam), 29.86 s. **2,700 c.c.:** S. H. Newton (Triumph TR2), 28.48 s. **Over 2,700 c.c.:** D. A. Harrison (Frazer-Nash Shelsley), 27.46 s.

Sports-Racing Cars, up to 1,500 c.c.: J. B. Brierley (Cooper-M.G.), 28.60 s. **Over 1,500 c.c.:** A. Ensoll (Jaguar D-type), 26.53 s. **Specials:** P. Kelly (Longbacon Mk. D), 29.51 s.

Best time of the day: A. Ensoll (Jaguar), 26.53 s.

CASTROL ***WINS*** at ***GENEVA RALLY***

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GRAN TURISMO category)
AUSTIN HEALEY 3000

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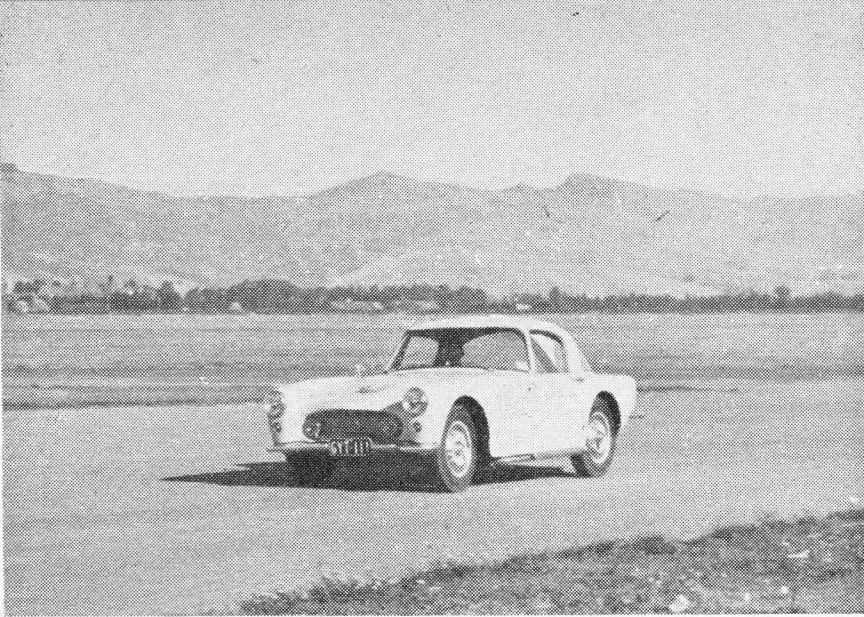
1st D. MORLEY and E. MORLEY
AUSTIN SEVEN

2nd Miss P. OZANNE and Miss P. ALLISON
AUSTIN SEVEN

(Subject to official confirmation)



*Follow the experts -
always ask for
CASTROL by name!*



NO WANDER from the predetermined line through corners and good acceleration are features of the Australian G.T. car.

I found there was no difficulty in returning a similar average, but this car has been neither designed nor built for circuit racing and it is lacking in the braking department after a few quick tours. Deeply finned heavy duty Repco brakes are used in front. Those at the rear are more or less standard Holden.

The car holds the road so well and never wanders from the predetermined line in the corners that its performance is most deceptive.

There is an exceptionally fast left-hand bend leading into the main straight at Wigram. Messrs. Brabham, McLaren and company probably steam through it at about 120. Quite oblivious of the fact, I tackled it at about 75 in third and the tail began to drift out but the slightest correction of the wheel brought it back into place again. Third gear will provide 100 miles an hour and it comes up very smartly.

There was insufficient room to check the 120 miles an hour maximum speed claim, but 105 came up so easily that there is no reason to doubt it. Fuel consumption is exceptionally good. All-day cruising around the 70 miles an hour mark can be had at 25-30 miles to the gallon. On test at Wigram it gave about 20 miles to the gallon.

Taken all round the Repco Record is a most impressive car and a real tribute to Charlie Dean and Australian workmanship. It is compact and functional, the overall length being 12 ft. 6 ins., the width 5 ft. 2 ins. and height 4 ft. 4 ins.

With disc brakes it would give the owners of a number of Continental G.T. cars a great deal to think about. There are no plans or intentions of putting it into production, but if Repco ever did decide to market the car there would be no lack of buyers for this highly desirable high-performance piece of machinery.

136 B.H.P. from the 2,360 c.c. Holden-based engine is achieved by means of extensive Repco modification.

Dream Car—continued

The rockers are mounted on two hollow hemispherical separate shafts and are operated by light pushrods which seat in cups fitted on assembly to the standard cam-followers. Both sets of pushrods are inclined at slight angles and are enclosed by a cast-aluminium side cover to which is attached a breather pipe. The cover need not be disturbed when removing the head, but can, if necessary, be removed without disturbing the head should access be required to the cam-followers. Valves are closed by duplex self-damping coil springs retained by wrought-aluminium caps and split collets. The car was fitted at the time with a half-race camshaft, but the valve gear will run up to 5,000 r.p.m. quite happily with a standard camshaft and with a full race camshaft 6,500 r.p.m. is well within its scope. The camshaft is lubricated via a feed to the hollow rocker shafts and enclosed by a ribbed polished cast-aluminium cover which accepts the standard breather cap.

The engine in the experimental car is a special one, but Repco produces a range of equipment for Holdens that provide eight stages of tune.

Stage 1 consists of the "Highpower" head with two Holden carburetters and a dual exhaust system. The remainder of the engine is standard in all respects. This set-up gives about 90 brake horsepower at 5,000 r.p.m. The final stage calls for a 50 per cent. alcohol blend fuel, 9.5 to 1 compression ratio, a pair of Weber 40 DOM, or 1½ in. SU carburetters. The power output is about 160 brake horsepower at 6,000 r.p.m. and maximum torque 150 lb./ft. at 4,500 r.p.m., while the r.p.m. limit is given as 6,800. This unit is widely used in speedboats and sprint cars in Australia.

But to get back to the Repco Record. The engine at the time of test was on a compression ratio of about 8 to 1 and was developing about 136 brake horsepower. It has a capacity of 2,360 c.c.

A David Brown four-speed gearbox is used and Repco has developed a special dual plate racing clutch. I found it advisable to engage low gear before starting the engine. Despite the comparatively high weight of the car acceleration is little short of fantastic—0 to 50 came up regularly in 6 secs., and my best reading was 5.8 secs. The rev. counter was not working and with England sitting beside me I was rather reluctant to damage the works which, I should imagine, have cost Repco something like £7,000 or £8,000 (without the

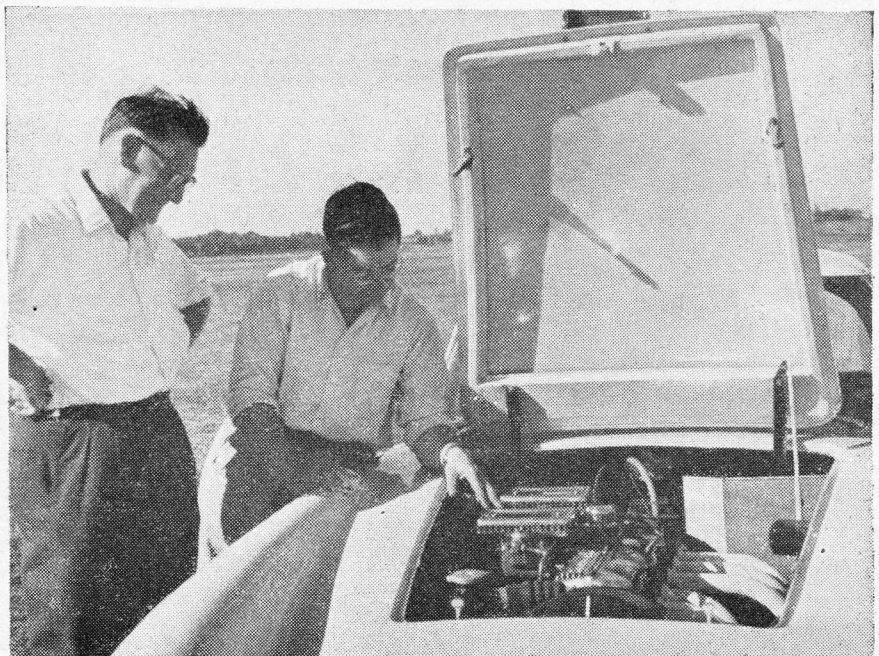
purchase tax!). In any case I felt it wise to make the change from first to second at about 47 miles an hour. It may be that the time could be improved upon.

The Wigram circuit with longest straight not much more than half a mile does not readily lend itself to acceleration tests and the only other figure taken was 0 to 60—8.4 secs.

This is one of those cars that becomes a friend very quickly. Charlie Dean has paid a great deal of attention to the steering geometry and the front suspension of double wishbones and coil springs. Quarter ellipsics with radius arms and a panhard rod are used at the rear. I found the steering was neutral and after a few warm-up laps the steering and road-holding instilled a degree of confidence that was subsequently proved to be not misplaced.

The engine is amazingly quiet and it is not until the speed is approaching the "ton" that it becomes at all obtrusive. It is also then that a minimum amount of wind noise becomes evident.

England, who had never so much as seen the Wigram circuit previously, put in three or four tours in unspectacular fashion, or so it seemed until the watches were checked and the average speed was fractionally less than 70 miles an hour.



CORRESPONDENCE

SEVERAL things I read in your issue of 1st April have caused me to think very seriously, and to wonder if we are not sometimes too ready to criticize, and rush into print, without being entirely logical, and without giving thought to both sides of the question.

John Bolster has my full agreement about the shortcomings of the F.I.A. but surely a committee composed entirely of G.P. drivers would be very unbalanced? Surely a committee representing every aspect of the sport, competitive, technical, and "official" would be more valuable.

To switch to a widely different subject, Mr. Ian Scott Watson makes a plea for remuneration for sports car drivers, and refers to the fact that "it takes more than the love of the sport" to persuade one to attend certain distant meetings.

Surely many of us would love to do things we cannot afford to do!

Many hundreds of us indeed do just that, taking days off, and travelling great distances, at considerable cost, without any possibility of recouping ourselves, to make it possible for meetings to be held at which these drivers obtain their enjoyment.

Motor racing, as John Bolster says in the same issue, is indeed a sport run by amateurs; it would be impossible to run it in any other way! Think what the wage bill would be for a meeting if all the marshals and officials had to be paid even a labourer's wages, let alone travelling expenses!

It is true that a few circuits are limited companies, and like some motor clubs, have one or two paid officials, but I have yet to find one paying much in the way of dividends to the shareholders, any small profits that there may be are usually ploughed back into the venture for the benefit of competitors and spectators.

If competitors ask for a remuneration, why should not officials and marshals do likewise? For the simple reason that there could then be no more motor racing unless the competitors were charged very high entry fees (as they used to be) to pay them!

It is so often said that the "trade" make motor racing possible, and indeed great thanks are due to them, but they only make it possible so long as there is this vast army of unpaid help available.

It is argued that the drivers put on the show, but this is only possible if the stage and stage hands are there to enable them to do it, it is also, in my submission, only true if as a result of their show, someone is making a vast amount of money out of it.

I hope that Mr. Scott Watson will not think I am making a personal attack, his letter merely jogged me into doing something which I had hoped someone would have done years ago, namely to present the other side of the picture.

Motor racing, even of the Grand Prix calibre, is not in this country a wonderful money-making racket. The amounts involved are, of course, relative to the size of the event, but whether a G.P. or a small club meeting or hill-climb or sprint, the margin is so close between making a loss or doing just better than break even that it is a risk which no well-directed "big business" would remotely contemplate, and which only enthusiastic amateurs would take.

Let us then remember that our sport is only made possible by the enthusiastic co-operation of organizers, competitors and spectators, the first to make it possible to hold meetings, the second to support these meetings with their cars and their skill, so that they may attract sufficient spectators, who by their support, make the holding of further meetings a financial possibility!

No one appreciates more than I that motor racing is a very expensive business, and it would be nice if all those concerned could indulge without being too much out of pocket, but I would submit that you cannot logically pay one side without paying the other, and there just isn't the money in it for that!

May I add, that with all due deference, I speak with some practical experience, having been associated with the organization of very many meetings over a very long period.

L. J. ROY TAYLOR.

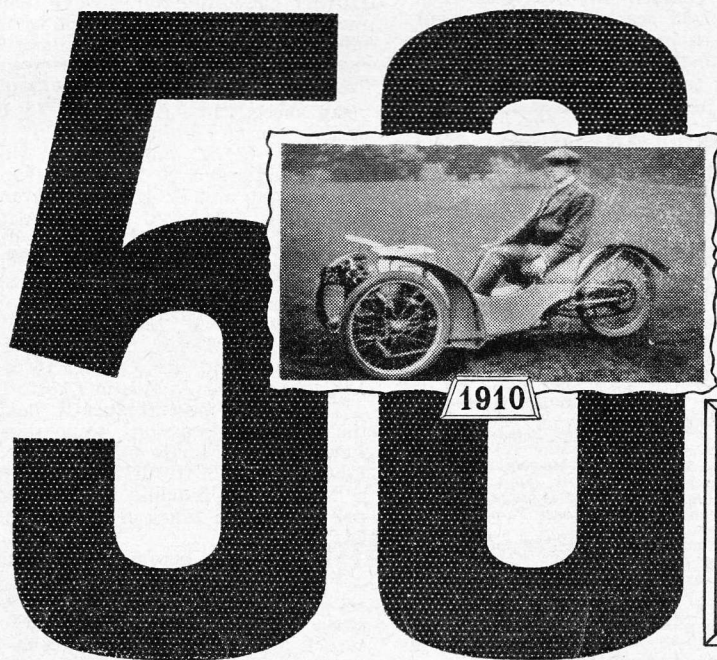
Chairman, Bugatti Owners' Club; North Staffs Motor Club.

P.S.—Speaking of logic, I wonder if the outcry about the new high sports car screens is logical?

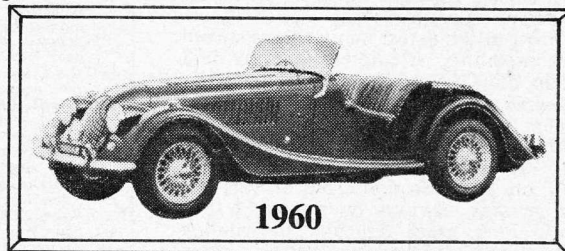
To compete with such screens at such events as Le Mans has been quoted as the acme of danger, which it undoubtedly is, but I recall no outcry against the use of saloon cars in these races, having higher, and even less accessible screens.

Again, though it is obviously much safer not to, I recall no outcry against the carrying of batteries in sports cars.

Surely, if such protests are to carry any weight, they must be logical, and call also for the banning of saloon cars from racing, and all cars that have to use batteries?



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Club News

By MICHAEL DURNIN

THE LONDON MOTOR CLUB AND KARTING

ON 12th March the London M.C. ran a very successful Kart Meeting at Denham Studio, Bucks. Unfortunately their success was not appreciated by the residents in the area and on the strength of their complaints the London M.C. has been obliged to cancel the dates it had arranged for subsequent meetings at this site. The local residents were prepared for a meeting to be held on 7th May but the conditions imposed on the club, including the use of silencers and restricting the meeting to six hours' duration, were such that the club considered it would not be possible to run a wholly successful Kart meeting.

Strenuous efforts have been made by the London M.C. to find an alternative venue. Several potential sites are under consideration but as yet none has been decided upon.

For the time being, therefore, the London Motor Club has suspended further Kart Meetings until a suitable site has been found and it hopes to issue further details of the activities of its Karting Section within the next few weeks.

NORTH WALES C.C. CYMRU TROPHY TRIAL

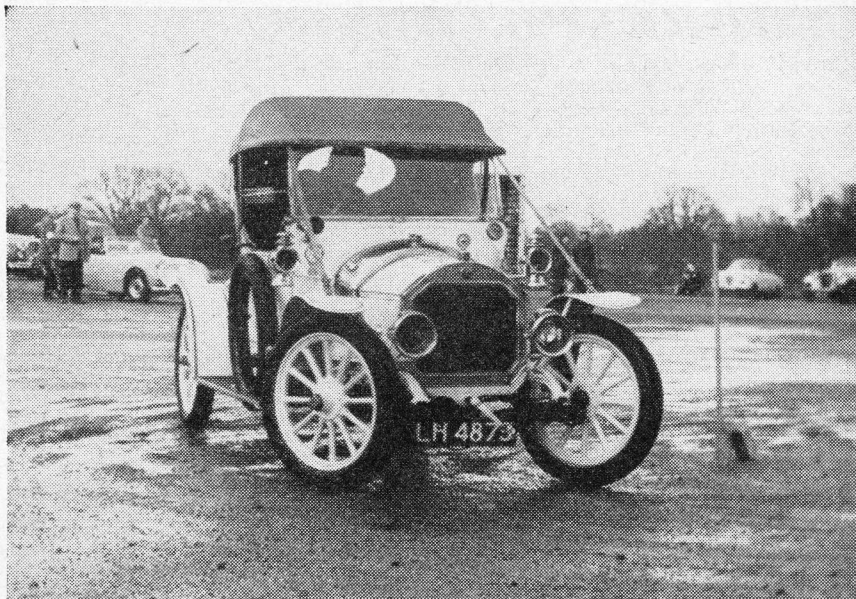
THIS year the North Wales C.C. were not favoured by the weather for this increasingly popular annual event as it rained practically all day. However, the rain did not dampen the enthusiasm of the competitors and it served to make the organizers' task easier as the object is to bring cars to an "involuntary halt".

Thirty cars started from Slater's Garage, Abergele, and were quickly involved in a battle with varying gradients covered in good Welsh mud, stones, or leaf mould—a variety of surfaces to suit all tastes! The morning sections were in the neighbourhood of Bettws-yn-Rhos, then competitors proceeded to Llanrwst, stopping on the way for lunch by the wayside, the weather spoiling what would have been a pleasant break in the midst of the spring countryside.

Down in the forest many things stirred as competitors attempted sections laid out in the Gwydir Forest. Many types and sizes of car compete in this event as owners try their favourite theory as to the best combination of torque and traction. Rear-engined cars showed superiority on some sections, but it was becoming very obvious by now that they would have great difficulty in winning against the old Austin Sevens, Ford Popular, and old-type Anglia. As it turned out, rear-engined cars were decisively beaten.

From Section 11 the cars moved on to the top of the Great Orme, Llandudno, where the remaining 10 sections had been laid out near the summit, on what was—by now—very, very wet grass.

Section 16 was interesting here as only three cars climbed any distance, and they nearly reached the top: A. W. Clift, the eventual winner, P. Cooper and R. E.



UNIQUE UNIC: J. Chalcraft's 1912 Unic going round a pylon in the Guildford M.C. Southern Treble driving test meeting. This is the only 14 h.p. Unic known to exist.

Foulkes. Marshals could barely see the top of their sections here, due to the mist swirling round, but this hardly mattered in many cases! On completing the course, everyone repaired to the Imperial Hotel, Llandudno, for a wash and a very welcome meal. Results were announced during tea, a very slick bit of work.

No cars were damaged, and there was only one retirement and this in no way due to the course. An event which is well organized can cope with bad weather, and no delays occurred en route despite the poor conditions. This is a tribute to the organizers who have

A. FOREST-LYCETT

WE regret to report the death of the well-known Bentley enthusiast, Mr. A. Forest-Lycett, as a result of an accident. Closely associated with the sport for many years, Forest-Lycett was a notable performer in speed events with his superbly rebuilt 8-litre Bentley—acknowledged to be the fastest unsupercharged Bentley in the world. He was one of the stalwarts of the Bentley Drivers' Club, and competed in many of their events as well as assisting in an official capacity. Forest-Lycett was 75.

"Birmingham Post" Rally—continued

clean sheets came from I. D. L. Lewis and R. Porter (Triumph), J. S. F. Poulton and K. Coombs (Auto Union), M. Sutcliffe and S. Woolley (Morris), M. J. Webb and D. Holland (Triumph), E. Malkin and A. A. G. Robson (Sunbeam), G. J. Mabbs and D. Mabbs (Triumph), G. H. F. Parkes and G. W. Howarth (Austin-Healey), D. Seigle-Morris and V. H. Elford (TR3A), G. D. Grimshaw and B. Melia (TR3A), Mrs. Mayman and Miss V. Domleo (Morgan), B. Harper and R. Crellin (Morgan), J. Casewell and A. Austin (Austin).

The names most frequently heard in the interim discussions were those of Lewis, Seigle-Morris and Sutcliffe, but Lewis seemed off form, Seigle-Morris hit a marker, and Sutcliffe was wonderfully consistent with times of 24.80 secs. and 24.20 secs.

His main rival became Mabbs who was a little slow on the first test with 25.80 secs., but quick on the second with 24.0 secs., while both Webb and Harper returned a total of 50.20 secs., each doing times of 25.80 secs. and 24.40 secs.

Peter Morgan was spectacular with 23.40 secs. and 23.60 secs., but was not among the leaders having lost time, and P. E. Roberts (Austin Seven) showed what these little cars can do with 22.80 secs. on the first test, only to drop back to 25.50 secs. on the second test.

Another "hat-trick" was recorded by Derek Holland. This was the third successive year he has been in a car finishing this rally without loss of marks.

Coming Attractions

- 23rd April.** V.S.C.C. Race Meeting, Silverstone, near Towcester, Northants.
Sunbair 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.
Midlands Motoring Enthusiasts' Club, Cambrian Rally.
- 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 Ely, 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.
- 30th April.** Jaguar D.C. and A.M.O.C. Race Meeting, Brands Hatch, near Farnham, Kent.
- B.A.R.C. International Race Meeting,** Aintree, near Liverpool.
Maidstone and Mid-Kent M.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.30 p.m.
- 1st May.** Bugatti O.C. National Hill-Climb, Prescott, near Cheltenham, Glos. Start, noon.
Taunton M.C. Driving Tests.

staged an event which will soon rank as among the more important ones in the Standard Car Trial World.

Results

Cymru Trophy: A. W. Clift (Austin 7). Flint/Forfar Trophy: B. A. Wilson (Renault). Vernon Trophy: M. Hinde (Ford). First Class Awards: P. G. Cooper (Ford); R. L. Hayes (Anglia). Second Class Awards: A. F. LeFevre (Sprite); E. D. Wadsworth (Denzel).

CLOSE to the tape, Rex Chappell puts on lock in his immaculately prepared Cannon. He went on to win.

THE Lancashire and Cheshire Car Club's 19th Derbyshire Trial, a B.T.R.D.A. and R.A.C. Championship event, was held recently, the site being the hills surrounding the vast natural amphitheatre of Mill Close Mine, near Darley Bridge.

Now the Derbyshire, held late in the trials year, usually relies on steep grass or bracken gradients, interspaced with rocks, cunningly taped to conquer even the best of conductors and apart from last year has in the main been dry and dusty! To quote an old song, "The big trials' organizers' lot is not a happy one" and they heeded not last year's warning! So—the night before, it rained and it rained and on the day in question it blew and it blew and nobody, repeat nobody, climbed a single hill; that is to say, in the morning round on which the fame of a trial relies! This is more or less what happened in '59. This year, hills which in the past and in the dry were superb were absolutely impossible—mud, grease and slime being the order of the day.

The Hills—No. 1. Starting from a path a narrow taped climb wound to the right, over a grass mound and twisted first right, then left, over a dozen ruts and bumps, finally dividing into two routes around a clump of trees to rejoin at the foot of a very rough, tough rise! Into section 10 came B. H. Dees (Cannon), the first car to ascend; next to climb was number 17, E. J. Chandler in his VW-engined special, and he very nearly made it, but power past the trees was the deciding factor and no one had enough. About 50 per cent. of the entry made section nine, about the same number of yards lower down. This was easily the best hill of the day.

No. 2 consisted of left and right-hand taped turns on wet grass, with a distinct offset camber on the main turn. Rex Chappell (Cannon) made section four and he was the only man so to do. Section three saw F. T. Lewis (Cannon), A. W. Francis, T. A. Marshall, M. R. Cannon (all on Cannons), J. Whittaker (Austin-Ford), P. A. Highwood (Canhi) and J. S. Berry (J.C.B.).

The third hill started in a very wet morass, then up a rough bank, then on to a wide but wet plateau to a sharp right-hand turn, then over some very rough clay clods to a steep bracken climb.

No. 4. From a wet clay start, up a



LANCS. AND CHES. C.C.

19TH DERBYSHIRE TRIAL

Rex Chappell (Cannon) Scores Fine Victory

grass mound to a steep leaf mould climb which, near the top, turned to wet bracken. Five was the maximum. Those to reach same included K. B. Lindsay (Cannon), G. L. Holdrup (Cannon), R. W. Phillips (Fairley), C. W. Pollard (Cannon), Cannon himself and G. D. Hobson (Ford Spl.).

No. 5 led over bracken which quickly cut down to mud, then up a 50 yard ascent to a rough, steep bank. Here six was the highest, reached only by Lewis, I. H. Portlock (Cannon) and G. J. Newman, also Cannon equipped.

No. 6 ran in and out of a tree-strewn grass thicket, turned right over a couple of mud banks. Portlock and Highwood only made eight.

No. 7. A very long rough climb to a dead man's gulch complete with an Uncle Tom's grave, circa 1870 (seriously), but as no one except marshals and one tired Press bloke ever got there, not many saw same! The fate of the competitors: D. D. Render (Cannon) starting No. 3 made that section, and into section one, out of 42 starters arrived Dees and A. W. Francis (Cannon).

No. 8. Rather similar to No. 7 but this time on bracken and gave a somewhat similar result, viz., Render into three, Lewis into two and F. E. Wall (Cannon) into one!

No. 9. Simply a long curve up and along a bracken bank. Section five was

the highest, reached by Chappell and D. M. Paul (P.A.B.), whilst three was made by Wall and Lewis.

No. 10. Similar but on a reverse curve with slightly more bumps which led to a very steep finish on bracken. This was nearly climbed by Lewis who reached 11. Next best—Chappell into 10. The rest, far below.

No. 11. This one took the prize for daftness! A deep, glutinous mud bank cambered adversely to the left, ran along a very narrow track, turned right up the side of a stone wall. After Chappell had reached section five, just above the turn, and Render had made four, the rest simply ploughed to the end in very deep mud, had to be manually turned around and tow-ganged out! The sight of irate mud men pelting the clerk of the course with great cobs of it was the only saving grace! Sorry, for "mud men" read "marshals"!

No. 12. A grass ravine turned left over a series of rough hummocks and bumps—nobody made even section one.

FRANCIS PENN.

Results

1, R. Chappell (Cannon), 156 marks; 2, P. A. Highwood (Canhi), 152; 3, I. H. Portlock (Cannon), 149. **Best L. & C. Member:** J. Whittaker (Austin-Ford), 108. **Team Prize:** "The Highwaymen" (P. A. Highwood, C. W. Pollard and G. J. Newman). **First Class Awards:** G. J. Newman (Cannon), 143; C. W. Pollard (Cannon), 135. **Novice Award:** D. M. Paul (P.A.B.), 128.

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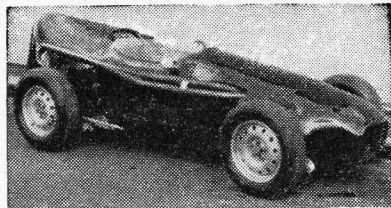
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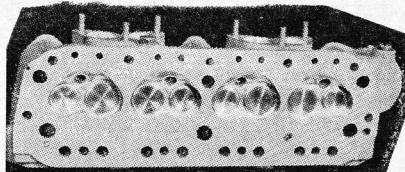
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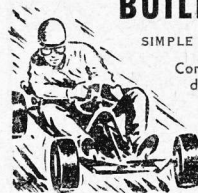
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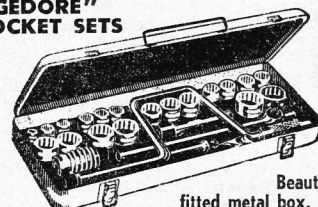
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THE FALCON MOTOR CLUB RALLY VENUS

THE Falcon M.C. held its annual "Rally Venus" recently. The rally, so-called because the lady members of the club organize it, was this year a co-promotion by the Falcon, Verulam and Herts County A. and Ae.C. The event attracted 53 entrants of which only two finished with a clean sheet. But unusual, perhaps, is the fact that two new ways of route finding were tried out with success. In one section a point was given and competitors had to give the map reference of it—working backwards to normal procedure. In another section, a scale photograph of a kilometre square from the map was given on the route card and the competitors had to locate that square, then visit it, or rather a marked point in it, in order to find the check point: this proved very popular with all competitors.

Results

Best Herts County A. & Ae.C. Member: W. H. Ramsden (A40), no marks lost. **Best Verulam Member:** J. A. Hessey (Minor 1000), no marks lost. **Best Falcon Member:** R. Winder (A95), 300 marks lost. **Best Novice:** R. C. Wilkinson (Humber), 350 marks lost.

Brands Hatch—continued

Anglia and B. D. Whitaker's A35. Geoff Williamson, who had run one of his car's bearings in practice, was at the back of the grid with his hastily re-prepared A40. Young and Shepherd were first off at the drop of the flag, while Williamson came up through the pack like the proverbial dose of salts to be in fourth place behind Whitaker at the end of the first lap, passing him on the second as Shepherd took Young on Pilgrim's Rise. From then on the order of the leaders never changed. Young couldn't catch Shepherd (who set up a new class record in 66 seconds) and Williamson's A40 could make little impression on Young's Ford. The main interest centred on the back of the field, where M. Graber (Ford) and D. A. N. Bryne (Auto Union) had a most stirring race-long dice, with the Auto Union taking the Ford out of Clearways on the eighth of 10 laps.

The unlimited sports car race was

completely dominated by David Piper who, from the back of the grid (he didn't practice officially), took the lead on the first lap with his immensely fast 2½-litre Lotus-Climax and was never headed, despite the best efforts of A. B. Rees, Chris Steele and Dave Hitches whose tremendously fast 1,100 c.c. Lolas were ever ready to pounce should Piper falter. Steele had the most alarming spin on the first lap when his Lola clipped the grass verge in front of the stand and spun into the infield, to the great alarm of several officials who had to run for their lives. He didn't lose much time in being rescrutineered and was back in the race very quickly, albeit a lap down. From first to last Rees's Lola harried the big Lotus, feet from its tail, waiting for a mistake which Piper never made, eventually finishing 0.4 sec. behind.

The 15-lap Formula Junior was Graham Warner all the way. He took his Ford-engined Gemini to the chequered flag more than half a lap ahead of H. W. Epps (Elva Auto Union), the only man he failed to lap. D. G. Addicott, in another Elva Auto Union, was far behind Epps in third place. It was a most convincing demonstration by Warner, who, all in all, had a field day.

Graham Warner did it again in the 10-lap Grand Touring car event. R. A. Gibson took his XK 120 into an initial lead and was passed by Warner (Elite) on the second lap. Warner drove very fast and with absolute precision, building up a handsome lead from Gibson, who was some distance ahead of Brian Whitehouse (Elite). Most interest was provided by Richard Shepherd-Barron (Alfa Romeo S.V.) who had a most stirring tear-up with a trio of TRs in the hands of R. North, C. D. Hextall and R. Stelfox.

Next came the second part of the unlimited sports car race, also over 15 laps. This time the three Lola drivers were determined that Piper's more powerful Lotus would be caught—but it was not to be. Piper took the lead and never lost it. For the first nine laps A. B. Rees tailed him mercilessly, losing ground on the short straights but catching Piper's Lotus on every bend on sheer cornering

power, although, to be fair, Piper never really looked bothered by the little car's efforts. On the ninth lap Rees took to the grass at Kidney Bend, his Lola's engine having succumbed to the strain of keeping up with Piper's 2½ litres. Chris Steele, who, after quite a battle with Dave Hitches's similar Lola, had taken third place on the fourth lap, moved up to harry Piper. Hitches hovered slightly behind Steele and the David and Goliath battle had the crowd stirred to a most unusual pitch of excitement. However, untroubled by all this effort going on behind him, Piper went on to win by a distance which he managed to increase considerably over the last three laps. The rest of the field were never in the hunt, although there was a fine duel at the tail between J. H. Saunders (Victoria), Martin Wills (Gilby) and J. Shaw (Lotus). Wills was obviously down on speed but drove very well to fend off the Lotus, although the Victoria was too fast for him. There was a nasty moment during this event when I. G. E. Harrison-Hansley and J. Turner (Lotuses) touched, spun and crashed at Paddock. Neither driver was badly hurt, although both cars were in a pretty poor state.

Final event of the day was a combined event for F.J. and F3 machines. The Cooper-Nortons of G. M. Jones and J. Pitcher took the lead at the start but, on the second lap, they were easily passed by Graham Warner's Gemini. On the third lap Pitcher passed Jones on Clearways and from then on the order never really changed. The F.J. and F3 cars were fairly evenly matched with Warner (Gemini), Pitcher, Jones and Ellis (Cooper-Nortons), and Addicott and Epps (Elva F.J.) all quite close together in that order in the first six places. Warner never looked like losing his lead until Pitcher made a great effort on the last lap and all but caught him on the line. The event made an interesting, if odious, comparison and at the finish there were three F.J. cars in the first five places, Ellis having retired with mechanical derangements on the penultimate lap.

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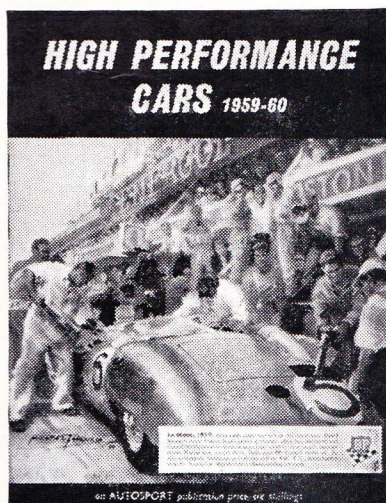
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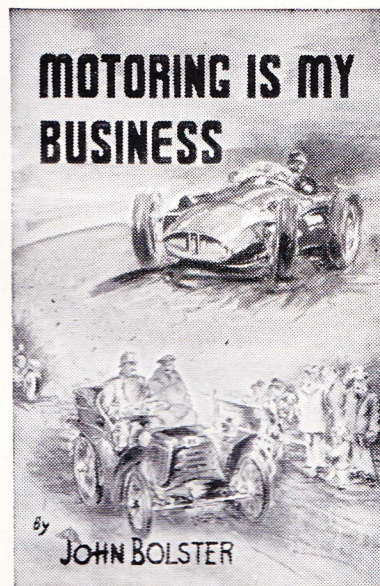
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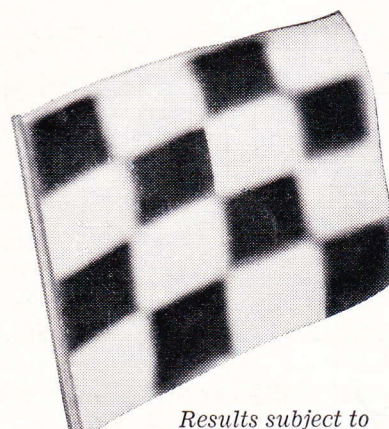
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Stirling Moss

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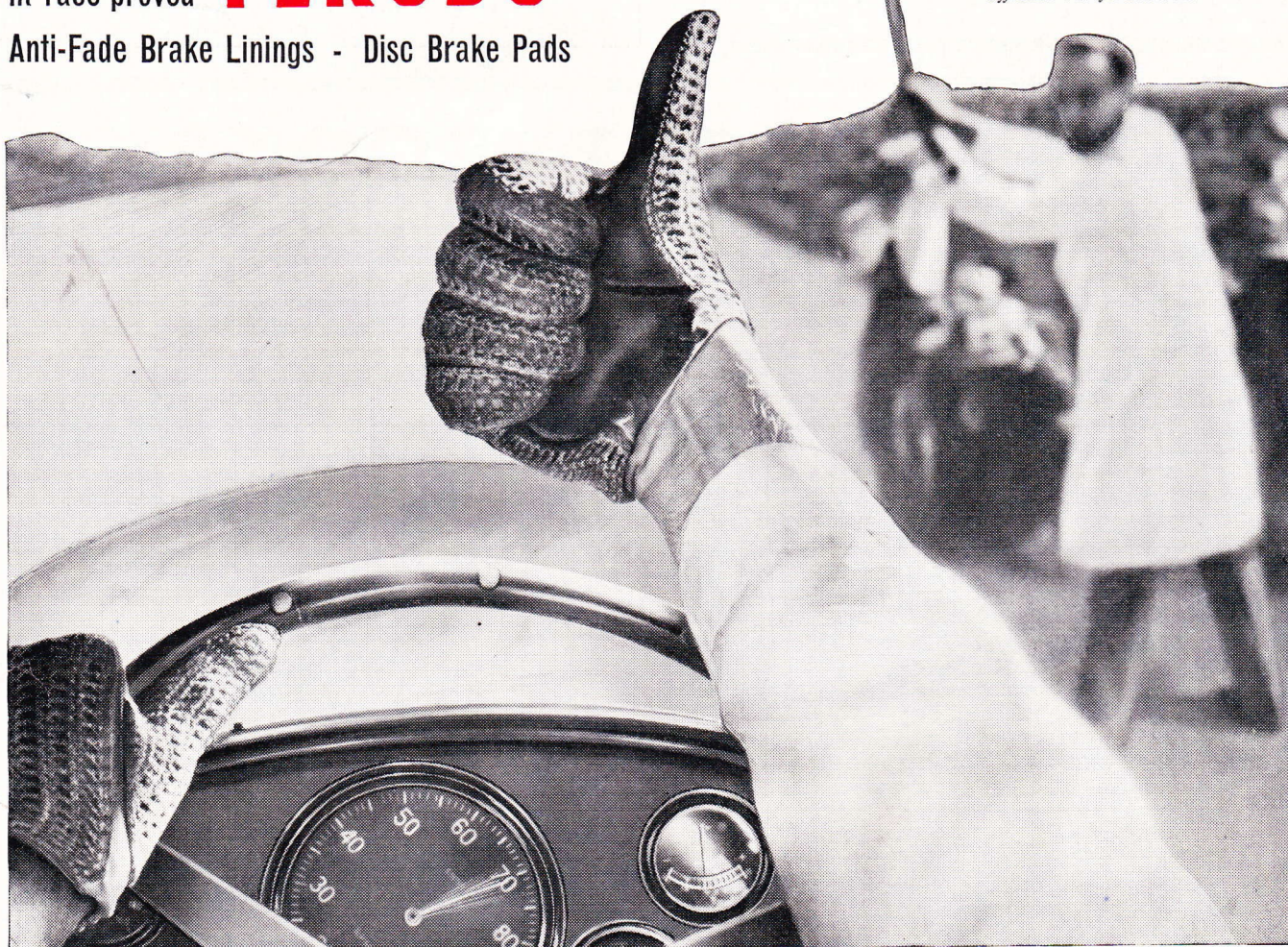
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