

35¢

SEPTEMBER 16, 1960

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

1/6

EVERY FRIDAY

Vol. 21 No. 12

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IN THIS ISSUE

SNETTERTON "THREE HOURS" AND LOMBANK TROPHY MEETING—FULL PREVIEW
JOHN BOLSTER TESTS THE ROVER 3-LITRE : THE LIEGE-ROME-LIEGE—FULL REPORT

LIEGE-ROME-LIEGE

OUTRIGHT WIN

and COUPE DES DAMES

AUSTIN-HEALEY '3000'

(Driven by Miss P. Moss & Miss A. Wisdom)

Also MANUFACTURERS' TEAM PRIZE

(P. Moss/A. Wisdom D. Seigle-Morris/V. Elford J. Gott/R. Jones)

1ST 5TH and 10TH

in GENERAL CLASSIFICATION

2500 c.c. — 3000 c.c. CLASS

AUSTIN-HEALEY '3000'

1ST 2ND 3RD

P. Moss
A. Wisdom

D. Seigle-Morris
V. Elford

J. Gott
R. Jones

850-1000 c.c. CLASS

**1ST AUSTIN-HEALEY
SPRITE** (J. Sprinzel & J. Patten)

3RD also
IN GENERAL CLASSIFICATION

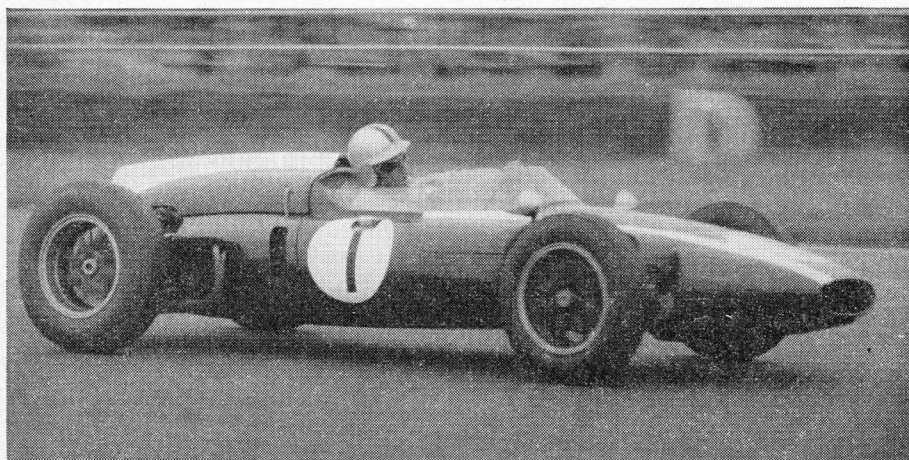
These cars secured 4 places out of the first 10.
In this gruelling contest only 13 cars finished out
of 82 entrants.

Subject to official confirmation

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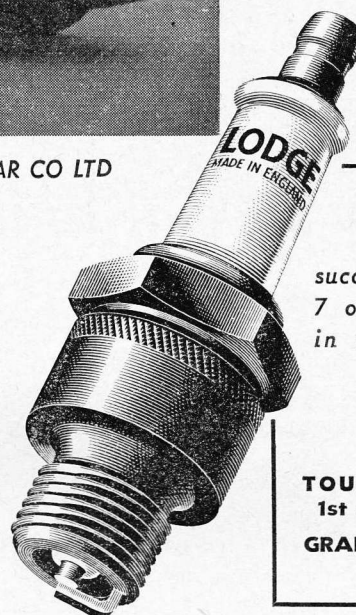


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The photograph shows Jack Brabham driving in the British Grand Prix. In such punishing events, the sure-fire efficiency of Lodge Plugs has been tested—and proved—time and time again.

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GRAND PRIX OF DENMARK
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Autosport Souvenir Photographs

The AUTOSPORT souvenir set of photographs depicting the Portuguese Grand Prix is now available, price one guinea.

PORTUGUESE GRAND PRIX, 14th August. This set consists of eight photographs (8 in. x 6 in.) including: The Start; Jimmy Clark (Lotus); John Surtees (Lotus); Stirling Moss and John Surtees (both in a Lotus); Mario Cabral (Cooper-Maserati); Graham Hill (B.R.M.) leading Bruce McLaren and Jack Brabham (both in a Cooper-Climax); Taffy Von Trips (Ferrari) followed by Tony Brooks (Yeoman Credit Cooper).

The following sets of AUTOSPORT souvenir photographs are also available, each set consisting of eight photographs (8 in. x 6 in.), price one guinea per set:

DUTCH GRAND PRIX (Zandvoort) • MONACO GRAND PRIX
BELGIAN GRAND PRIX (Spa) • FRENCH GRAND PRIX (Rheims)
BRITISH GRAND PRIX (Silverstone)

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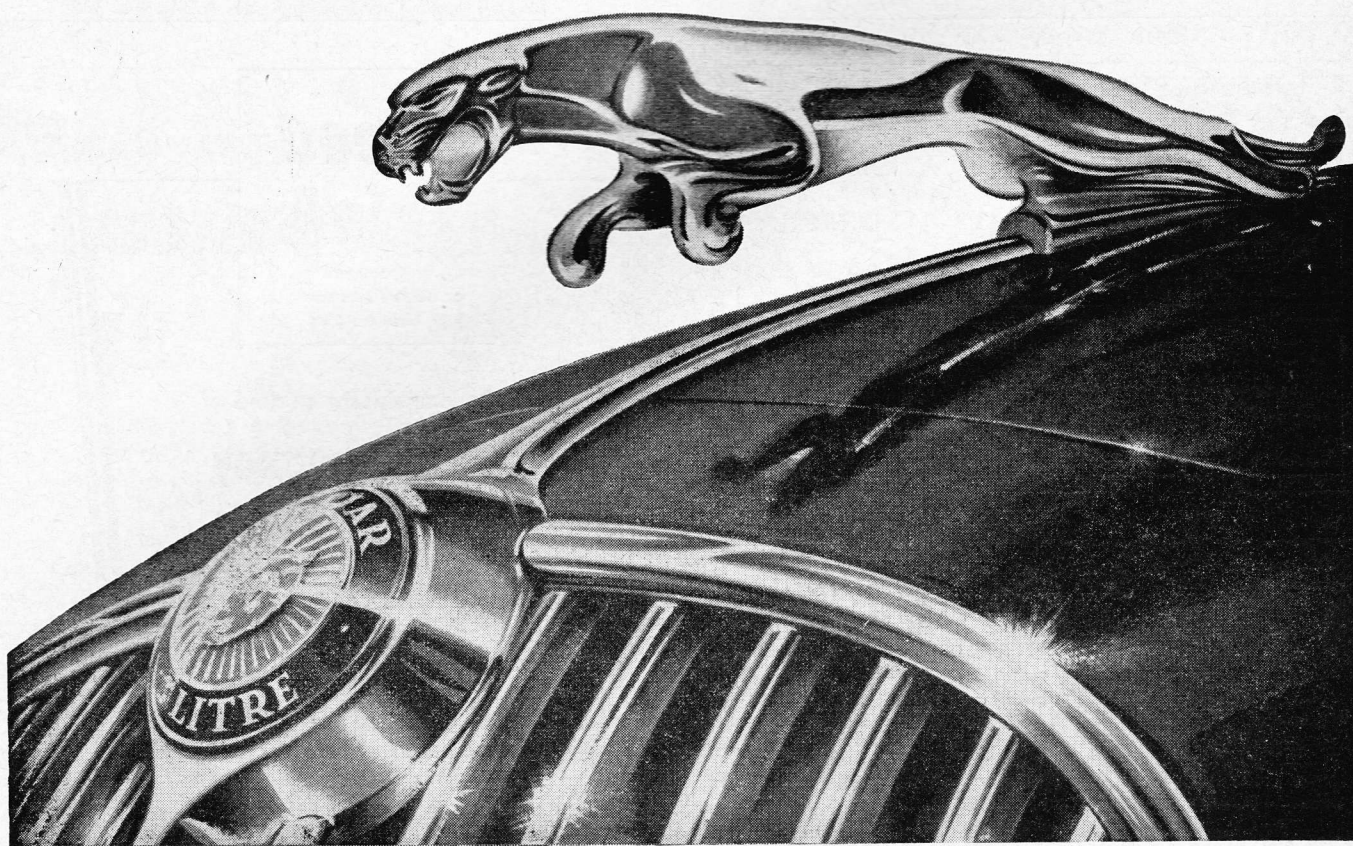
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FREE ADMISSION

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Sunday Tea Dance cancelled
Refreshment Buffet and Bars. New call order
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 21 No. 12

September 16, 1960

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EDITORIAL

FUTURE OF FORMULA ONE ?

DESPITE the proposals of British racing car manufacturers that six races for 1,500 c.c. cars and six for 2,500 c.c. machines should count for the 1961 World Championship, it is most unlikely that the C.S.I. of the F.I.A. will agree to incorporate them. Official view is that manufacturers and entrants have had sufficient notice of the change of the 450 kilogrammes minimum weight and 1,500 c.c. formula to enable them to plan their Grand Prix programmes. Whilst Enzo Ferrari agreed in principle to the suggestions, it will not carry much weight with the C.S.I. whose members are very definitely in favour of the 1½-litre class. There remains the proposed Inter-Continental formula, and there are hopes that a 3-litre, 500 kilogrammes (minimum) might be in operation by 1962. As regards the six of one and six of the other idea, the plot is to regard certain circuits as "slow" and suitable for 1½-litre cars, leaving half a dozen for the 2½-litre cars. There again it would lead to vastly increased costs for, in order to keep in the running for World Championships, entrants would have to build two sizes of vehicle. AUTOSPORT is convinced that for 1961, all World Championship events will be run to the new 1,500 c.c. formula. If entrants would accept that as final, then they could get down to the business of building racing cars, and abandon further attempts to persuade the gentlemen of the C.S.I. to change their minds.

"AUTOSPORT" CHAMPIONSHIP

SATURDAY, 17th September, sees the fourth "Three Hours" final for the AUTOSPORT Series-Production Sports Car Championship, and Great Britain's only day and night motor race. Unfortunately, the largest class has not been too well supported during the season, and the first dozen competitors in the Championship table are, with the exception of Julian Sutton (Austin-Healey), all in cars of under 1,000 c.c. or 1,600 c.c. Joint favourites for the title are Chris Summers (Elite) and Paddy Gaston (Sprite), the former with 39 points and the latter with 38. Both are in different classes, and can therefore score 24 points each for a win. However, they have serious rivals in the shape of Bob Gerard and "Mac" MacKenzie (Turners), Sutton (Austin-Healey) and the Turners of Bryant and Morgan. Quite apart from the "Three Hours", the racing world will want to see how the immensely powerful Lotus-Vanwall driven by Tony Brooks fares against B.R.M., Lotus and Cooper in the Lombank Trophy race.

OUR COVER PICTURE

NIGHT PIT-STOP: A hurried scene as a competitor in the 1959 "Three Hours" takes on fuel during the dark hours. As indicated in last week's issue, this week's AUTOSPORT wears a green cover in honour of the magnificent performance in the Marathon de la Route by Pat Moss and Ann Wisdom and by the whole of the Austin-Healey team. The event is fully reported inside.



LATEST DUNLOP SUCCESS!

Liege-Rome-Liege Rally

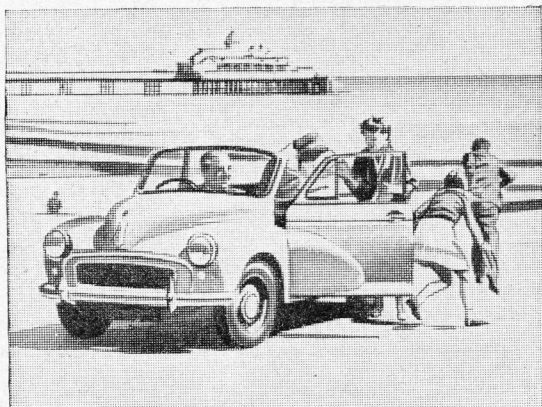
1^{st.}
Pat Moss · Ann Wisdom
AUSTIN-HEALEY '3000'

also 2nd. 3rd.

AND COUPE DES DAMES
MANUFACTURERS TEAM PRIZE

(Subject to official confirmation)

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Dunlop leads the world in tyres for Grand Prix racing and International Rallies. Dunlop experts attend all the big events and the vital, practical data which they gather is fed back to Fort Dunlop to help in the development of tougher treads, stronger sidewalls, better-than-ever road grip and still greater mileage in the tyres for the everyday motorist. Whether yours is a family car, fast sports model or high-performance saloon, in fitting today's Dunlop tyres, you fit the best and safest tyres in the world!

DUNLOP

FOR TOP MILEAGE AND TOP SAFETY



HILLMAN VICTORIES IN INTERNATIONAL RALLY

HILLMAN MINX cars have gained another outstanding success in one of South Africa's major motoring events—the International Total Rally. A Minx driven by racing driver Eugene Bosman and Dr. Nico van Vuuren was placed second overall out of 83 competitors, and was first in the 1,300-1,600 c.c. class.

In addition a Minx driven by G. C. Stevens and E. R. Berk of Salisbury, Southern Rhodesia, was placed first in the regularity class, and the club team award also went to Hillmans.

The rally was run over a rugged route of more than 600 miles.

THE Morgan Motor Co. intend to market a competition Plus Four in limited quantities. It will be a standard disc-braked model with a Laurence-tuned TR3 engine producing approximately 115 b.h.p., which will give the car a top speed in the region of 116 m.p.h. with full weather equipment. The cost? Probably something in the region of £100 extra.

WORLD CHAMPION Jack Brabham (F2 Cooper-Climax) added yet another victory to his bag by winning last Sunday's race at Roskilde, Denmark.



WEBBAIR, that so-essential service to motor racing, are planning an ambitious programme for 1961's crowded calendar. John Webb is negotiating to use Comets on certain long-distance flights.

WORLD CHAMPIONSHIP (Revised Placings)

POSITION of the leaders in the current Drivers' Championship of the World is as follows:—

| | Pts. |
|------------------|------|
| 1. Brabham ... | 40 |
| 2. McLaren ... | 33 |
| 3. P. Hill ... | 15 |
| 4. Ireland ... | 12 |
| 5. Moss ... | 11 |
| 6. Gendebien ... | 10 |
| Von Trips ... | 10 |
| 8. Ginther ... | 8 |
| Clark ... | 8 |

GEORGE LAWTON

WE regret to report the death of the popular New Zealand driver George Lawton, following an accident in a race in Denmark. Lawton came to Europe this year along with Denis Hulme, forming the N.Z.R.C., whose F2 cars were seen in many events in Great Britain and abroad. He was a particularly promising driver, and had shown genuine ability at the wheel of a Formula 2 Cooper-Climax.

THREE-IN-ONE: An estate car, saloon car or sports car, the Tornado "Sports-brake" top is available at a cost of £49 as an alternative to the hard-top on any of the four-seater sports bodies. Estate car roominess is thus combined with a very brisk performance.

PIT and PADDOCK

IT is reported that a rear-engined Elva Junior is undergoing tests.

PETER BOLTON will drive a Citroën in both the R.A.C. Rally and the Monte this year, following his other French drive with Simca last year.

WELL-KNOWN Yorkshire racing and rally driver John Heppenstall will be away from the circuits for a time. His M.G.A Twin-Cam was involved in a serious accident and John is detained in the Halifax Royal Infirmary with serious injuries.

PHIL WALTON, the well-known Newcastle driver, is seeking a navigator for the London Rally, the R.A.C. and for the Monte Carlo Rally. Car will probably be his hot 3.8 Jaguar for the Internationals and his rapid Downton Mini-Minor for the London.

JAMES TILLING, due to compete in the "Press Race" at Goodwood on Saturday, found himself in Germany the night before the event. He leapt out of bed at 4 a.m. on Saturday to rush to the airport—only to be told there that there was no plane!

OBITUARY CLIVE GALLOP

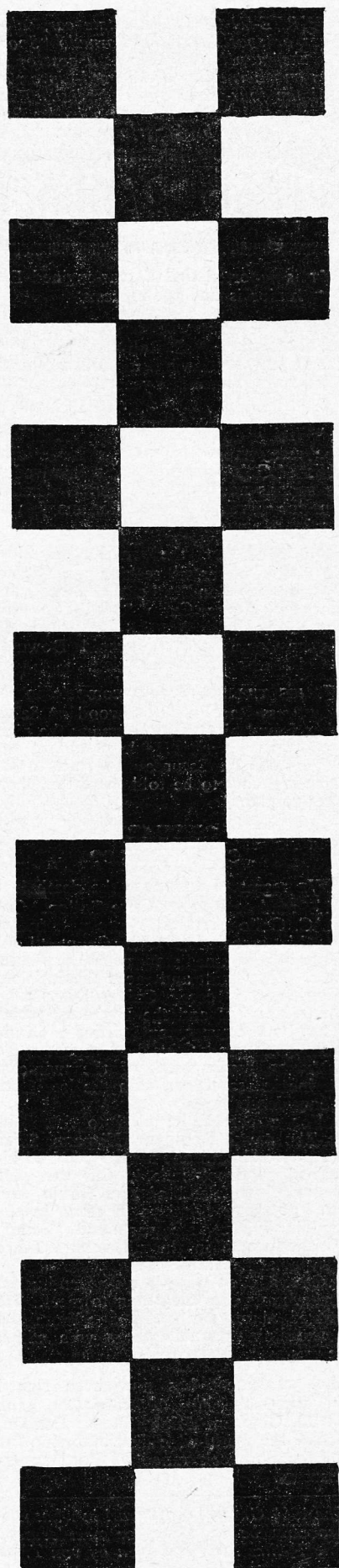
WE regret to announce the death in a road accident of Clive Gallop. Col. R. C. Gallop first came into prominence by his association with Count "Lou" Zborowski immediately after the Kaiser war. They built and raced the fabulous aero-engined cars, Chitty-Chitty-Bang-Bang I and II and the Higham Special. They both drove Aston Martins in Grand Prix races, and Clive had much to do with the development of the twin-cam engine in association with the late Lord Charnwood.

For a period, he used to drive the ex-Zborowski Boulogne Hispano Suiza on the road, and one always admired his arrival at Brooklands in this car. He was a close friend of Tim Birkin, and used to drive Bentleys in races in the middle 1920s. He partnered "Scrap" Thistlethwayte in the ultra-short 3-litre Bentley at Le Mans.

Clive Gallop was always an enthusiast and a most charming man to meet. He retired about two years ago from the brake lining manufacturers with which he was associated.

AN agreement has now been signed giving the Allard Motor Co., Ltd., 24/28 Clapham High Street, London, S.W.4, the world-wide distributorship for all the Shorrock range of Ford superchargers.

The 1961 Grand Prix Ferrari in what will probably be its form for next season. The 1½-litre car was driven by von Trips in the Monza race.



LIEGE - ROME - LIEGE

RALLY

1ST & LADIES' AWARD

AUSTIN - HEALEY 3000

3RD AUSTIN - HEALEY SPRITE



MANUFACTURERS' TEAM AWARD

AUSTIN - HEALEY

(Results subject to official confirmation)

RELYING ON

LUCAS

COIL IGNITION, LIGHTING &
**ELECTRICAL
EQUIPMENT**



Chris Summers



"Mac" MacKenzie

The "Three Hours" at Snetterton



Bob Gerard



Paddy Gaston

THE "AUTOSPORT" CHAMPIONSHIP

Turner versus Sprite Struggle Anticipated: Bob Gerard's Task: Bright Prospects For Gaston (Sprite), Sutton (Austin-Healey) and Summers (Elite)

WITH the decision to count five instead of six best results owing to Mallory Park on 31st July, the Championship table has been slightly revised. Chris Summers (Elite) still leads with 39 points, followed by Paddy Gaston (Sprite), 38. Next come Bob Gerard (Turner), 29; "Mac" MacKenzie (Turner), 28; Julian Sutton (Austin-Healey), 27.5; Robin Bryant (Turner), 26; and George Morgan (Turner), 24.

Class leaders are, of course, Gaston, Summers and Sutton, and any one of those can score maximum points of 24 for a class win. Should Gerard win the 1,000 c.c. class, with Gaston second, then Gaston would win by 3 pts. So, in order to be champion, Bob Gerard would have to win, and Gaston be lower than second.

Naturally, anything can happen in three hours of day and night racing. To score, drivers have to finish, which means completing two-thirds of the distance covered by the class winner, and still be able to cross the finishing line.

Chris Summers (Elite) has the best chance in the 1,600 c.c. class of scoring 24 pts., and with his 39 pts. total could quite well carry off the Championship. Julian Sutton (Austin-Healey 3000), who easily leads his category, is another "possible" should anything happen to his rivals in the other classes.

However, any one of a dozen or so



The Championship Trophy

drivers could win the 1960 Championship, including the Jacobs-prepared M.G. "Twin-Cams" of Tom Bridger and Alan Foster, with 21 and 20 pts. respectively.

Betting is slightly in favour of Paddy Gaston, who might have won in 1959 if his car had not suffered mechanical trouble, but the record of Bob Gerard cannot be ignored. Gerard is normally a model of reliability and, like Jack Brabham, will only go as fast as is required. Turners have made a fine reputation in past AUTOSPORT events, and

OWING to the decision to count the best five results instead of six, the final list of qualifiers for the "Three Hours" is revised:—

| | | |
|----------------------------------|---|------|
| 1. Summers (Lotus Elite) ... | B | 39 |
| 2. Gaston (Sprite) ... | A | 38 |
| 3. Gerard (Turner) ... | A | 29 |
| 4. MacKenzie (Turner) ... | A | 28 |
| 5. Sutton (Austin-Healey) ... | C | 27.5 |
| 6. Bryant (Turner) ... | A | 26 |
| 7. Morgan (Turner) ... | A | 24 |
| 8. Bridger (M.G.) ... | B | 21 |
| 9. Foster (M.G.) ... | B | 20 |
| Nurse (Lotus Elite) ... | B | 20 |
| 11. Scrimgeour (Turner) ... | A | 19 |
| 12. Fergusson (Elva) ... | B | 16 |
| Vincent (Lotus Elite) ... | B | 16 |
| 14. Bloxam (Frazer-Nash) ... | C | 13 |
| 15. Mayman (Morgan) ... | C | 11 |
| 16. Graydon-Whitehead (Elva) ... | B | 9 |
| 17. Elwes (Sprite) ... | A | 7 |
| Ide (M.G.) ... | B | 7 |
| 19. Foden (Sprite) ... | A | 6 |
| 20. Falconer (Turner) ... | A | 4 |
| 21. Dewe (M.G.) ... | B | 3.5 |
| 22. Brayshaw (Elva) ... | B | 3 |

Scoring in the "Three Hours" in each class is as follows:—

1st—24 points; 2nd—18; 3rd—14; 4th—10; 5th—6; 6th—4; and all finishers 2.

Gaston is determined to make an all-out bid for victory.

On paper, Summers has the best chance, but he still has to defeat considerable opposition in his class. A good "outsider" is R.A.F. man "Mac" MacKenzie.

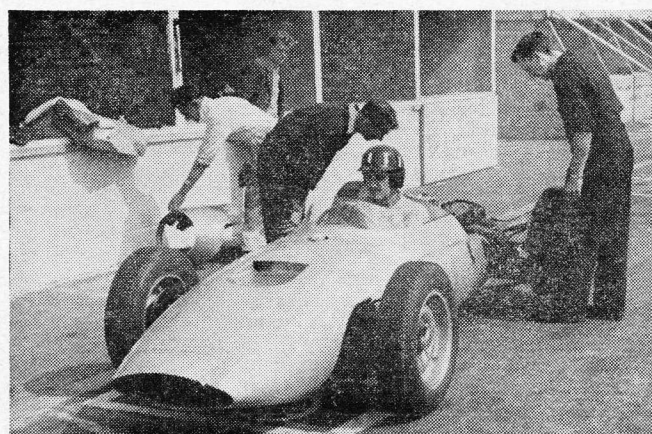
THE REST OF THE MEETING

TOMORROW, 17th September, promises to be a memorable day in the annals of motor racing in this country. Snetterton Motor Racing Club are staging their first full-scale International meeting on

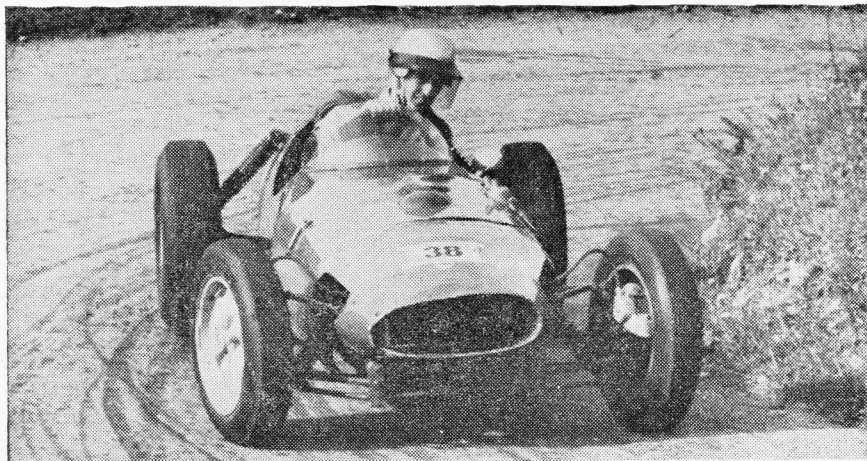
(Continued on page 412)



"AUTOSPORT" CHAMPIONSHIP: A typical duel, which can be expected in tomorrow's "Three Hours" at Snetterton. Here is Alan Foster (M.G.A) chasing Chris Summers (Lotus Elite).



MAKING ITS DÉBUT in tomorrow's Lombank Trophy race will be the new, lighter B.R.M., here being tested by Graham Hill. The car has disc brakes on all four wheels, new rear suspension, and will take a 1½- or 2½-litre engine.



REPORT FROM EIRE

Corkscrew, Castlemaine Hill-Climbs—Monaghan Trial

CORKSCREW HILL-CLIMB

THE month of August was a rather quiet one for Eire enthusiasts with only two hill-climbs, at Lisdoonvarna in County Clare, and near Tralee in County Kerry. Thirty drivers competed in the Limerick Motor Club's 11th annual Corkscrew hill-climb, held on Sunday, 7th August. A lively scrap for B.T.D. was waged between Northern drivers Billy Reid in Hector Graham's 1½-litre Lotus and Brian Bleakley in his 1,098 c.c. Kieft. The honours went to Reid and his best ascent in 61.7 seconds was only 0.3 second outside the absolute record set up by Hector Graham in 1958 in a 1,098 c.c. Cooper-J.A.P. This was Billy's first drive in the potent monopoosto Lotus-Climax, which is the ex-Tony Marsh hill-climb special. Brian Bleakley had an unhappy afternoon, being plagued with misfiring, due to a broken oil ring on one of the J.A.P.'s twin cylinders. In the process of substituting guts and determination for b.h.p., Bleakley nearly overdid it coming out of the last hairpin, when the little Kieft swung wide and removed a large stone from the bank. Nevertheless, Brian had second best time of day, and finished second in the Open Cars scratch class, and tied for third in the same class on handicap. Third fastest man overall was Kevin Monks at 65.4 seconds in his TR3. Joe Flynn was out of the running with a far from healthy sounding Gordini. He had a tappet work loose and could not get in a decent run. Des Cullen won the small saloons class in his NSU Prinz 30 from Reggie Redmond's DKW and Dr. B. Finn's Austin Seven. It is worthy of mention that Cullen's time of 74.8 seconds in the little NSU beats the winning time of 75.4 seconds for this class in 1958. The winner on that occasion was one Paddy Hopkirk in a Speedwell A35! Gar O'Brien's twin-carb VW beat the blown version driven by Charlie Gunn in the large saloon class, and Gordon Garrey beat Kevin Sherry's VW into third place with his immaculate, white M.G.A coupé. The Saloon Car

Handicap was a Volkswagen sandwich, with Gunn as the meat, and Michael Ivis and Finn in Austin Sevens as the bread. The handicap for open cars was won by Eugene Ward in his M.G.A from Willie Percy's Ford trials special, and Bleakley tied for third spot with Des Bradley's Dellow trials car. The Ladies' Award went to Billy Reid's wife, Marzie Reid, who drove her husband's TR3. Only incident was when Gordon Percy lost a wheel from his venerable Maxwell. It is said that Percy was doing at least 5 m.p.h.! Hard luck story was that of Stan Ryan with the blown 998 c.c. Leprechaun. This car was making its 1960 competition debut, but on the way down from Dublin the trailer broke down, and the Leprechaun was towed for the last 50 odd miles to the hill. Unfortunately the ultra-low Leprechaun hit a bump and the clutch cable was ripped out and could not be fixed.

Results

Adare Cup for B.T.D.: W. J. Reid (1460 Lotus), 61.7 s.
Saloons, under 1,000 c.c., Scratch: 1, D. Cullen (583 NSU Prinz), 74.8 s.; 2, R. Redmond (896 DKW), 75.0 s.; 3, B. Finn (848 Austin Seven), 76.6 s.



TRYING VERY HARD IN THE 1098 Kieft-J.A.P. Brian Bleakley swings wide. Seconds after this picture was taken the blue Kieft clipped a bank and removed a large boulder.

GRINDING HIS TEETH, Bill Reid takes the Lotus tight in around a hairpin, on his way to recording B.T.D. at 61.70 secs.

Saloons, over 1,000 c.c., Scratch: 1, M. G. O'Brien (1192 VW), 72.0 s.; 2, C. A. Gunn (1192 VW s/c), 72.5 s.; 3, G. Garrey (1588 M.G. coupé), 74.3 s.

Saloon Car Handicap: 1, M. Ivis (848 Austin Seven), 57.5 s. (h'cap 20); 2, C. A. Gunn (1192 VW s/c), 57.5 s. (h'cap 15), decided on second run; 3, B. Finn (848 Austin Seven), 57.6 s. (h'cap 19).

Open Car Handicap: 1, E. Ward (1489 M.G.A.), 57.9 s. (h'cap 13); 2, W. Percy (1172 Ford Spl.), 59.2 s. (h'cap 20); 3, B. Bleakley (1098 Kieft), 61.0 s. (h'cap 2); 4, W. D. Bradley (1172 Dellow), 61.0 s. (h'cap 17), tie.

Open Cars, Scratch: 1, W. J. Reid (1460 Lotus-Climax), 61.7 s.; 2, B. Bleakley (1098 Kieft), 63.0 s.; 3, K. Monks (1991 Triumph TR3), 65.4 s.

Ladies' Award: Mrs. W. J. Reid (Triumph TR3), 75.7 s.

CASTLEMAINE HILL-CLIMB

THE Kingdom of Kerry Motor Club held their first open hill-climb on Sunday, 28th August. The hill was a very fast affair on the main Tralee-Castlemaine road, a few miles from Tralee. Forty drivers competed in this event, which was held in good weather conditions. Brian Bleakley came down once again from Donacloy in County Down and made it worth his while by making B.T.D. at 67.7 seconds, for which he took home the Bowmaker Shield. Second to the Kieft exponent was Dubliner Dan McAlister, making his second appearance in his brand new Formula 2 Cooper-Climax. McAlister was still taking things easy, but his time of 68.6 seconds was not all that far behind Bleakley's. Third fastest was the phenomenal Paddy Hopkirk and his equally phenomenal Sprite at 76.7 seconds. These three were the only drivers to climb in under 80 seconds. Fourth fastest was Mrs. Betty Cordner who took Hopkirk's Sprite up in 80.2 seconds, beating both Kevin Monks and Diffley who tied at 80.7 seconds in Triumph TR3 and M.G. Twin-Cam respectively. In case this may come as a surprise, it must be remembered that Betty won the Sports Car Class in the two-day Circuit of Munster Rally held over last Whitsun, and in the process she

THIRD OVERALL: Rob Woodside slides the front of his Sprite during test No. 8. Woodside was third behind Glass and Cullen.

beat several recognized male experts! Kerryman Dick Barrett in his Austin A35, and Dubliner Johnny duMoulin in his Simca, proved that they had lost none of their touch after a long Continental holiday, by winning the up to and over 1,250 c.c. Saloon Car Classes. Eugene Ward crashed his M.G.A badly on a fast right-hander. The car hit a bank on the outside and cartwheeled over, with the unfortunate Ward trapped inside. He was taken to Tralee Hospital, where his condition is now stated to be satisfactory. We hope to see this game little driver up and about soon, and I am sure AUTOSPORT readers will all join me in wishing him a speedy recovery. Colm Leech also rolled his NSU Prinz, but on a slower bend, and escaped unhurt.

Results

Bowmaker Shield for B.T.D.: B. Bleakley (1098 Kieft), 67.7 s.

Class A (Unlimited Handicap): 1, R. O'Brien (1172 Ford Spl.), 66.6 s. (h'cap 25 s.); 2, R. Redmond (896 DKW), 67.3 s. (h'cap 18 s.); 3, B. Bleakley (1098 Kieft), 67.7 s. (scratch).

Class B (Open Cars under 1,250 c.c., Scratch): 1, B. Bleakley (1098 Kieft), 67.7 s.; 2, P. B. Hopkirk (948 Sprite), 76.7 s.; 3, Mrs. B. Corder (948 Sprite), 80.2 s.

Class C (Open Cars over 1,250 c.c., Scratch): 1, D. F. McAllister (1475 Cooper), 68.6 s.; 2, K. B. Monks (1991 Triumph TR3), and K. Diffley (1588 M.G. Twin-Cam), 80.7 s. (tie).

Class D (Saloons under 1,250 c.c. Scratch): 1, R. Barrett (948 Austin A35), 81.4 s.; 2, R. Redmond (896 DKW), 85.3 s.; 3, J. S. Moore (848 Austin Seven), 86.8 s.

Class E (Saloons over 1,250 c.c., Scratch): 1, J. C. duMoulin (1290 Simca), 89.6 s.; 2, P. Kramm (1489 M.G. Magnette), 91.3 s.; 3, J. Hilliard (1702 Ford), 102.7 s.

Ladies' Handicap: Miss R. Smith (848 Austin Seven), 68.1 s. (h'cap 25 s.).

Best Clubman: J. Barry (896 DKW), 94.1 s.

THE Eire season came to a close with the Motor Enthusiasts' Club Altidore hill-climb on Saturday, 10th September. This week-end, the Irish Motor Racing Club hold their "Day & Night Rally". This is a new affair, which starts and finishes at the Spa Hotel, Lucan, Co. Dublin. It is a 450 miles navigation rally, with the usual tests *en route*, etc. Entries closed on 14th September at the I.M.R.C. H.Q., 37 Exchequer Street, Dublin, and late entries will definitely not be accepted.

MOTOR RACE MARSHALLING IN IRELAND

THE Irish M.R.C., whose publicly stated objective is to bring the Irish Grand Prix back to the Phoenix Park, feels that it is desirable to develop a trained corps of road race marshals. In collaboration with Irish Shell, Ltd., and W. D. and H. O. Wills of Dublin and Cork, it is proposed to promote and run a short course of instruction on this highly important aspect of race organization.

The club is of the opinion that there is no actual shortage of volunteers for marshalling but that none of the clubs has got down to organizing these volunteers and giving them any basic training.

It is envisaged that this course would consist of a series of talks, film shows and at least one demonstration on an actual race circuit. The course would be held in Dublin in October and would



be over a period of 10 hours, in five two-hour sessions, held on one night per week for four weeks and one two-hour demonstration on the Phoenix Park circuit.

The course would be sited on the marshalling of the Phoenix Park in particular but the instruction would be applicable to all motor race circuits.

It is open to all interested persons over 17 years of age members or non-members of the club. A small fee of 5s. is suggested to cover costs of postage and other incidental expenses.

Interested persons are invited to send their names and addresses to the Irish Motor Racing Club, 37 Exchequer Street, Dublin.

MONAGHAN TRIAL

THE County Monaghan Motor Club received excellent support from both the North and the South for their Open Trial held on Saturday, 3rd September. This event followed the usual pattern of last season's tests trials, two laps of a dyed course with 13 tests in all. Unlike some of last season's trials, the Monaghan club ran their event off with maximum efficiency. The H. S. Given, Ltd., Perpetual Trophy went to the winner, Dr. Thompson Glass of Belfast in the Hayrake. The doctor also won Class 3 and led the winning Northern team. Second overall was Des Cullen and his little NSU Prinz 30, third was Rob Woodside (Austin-Healey Sprite), and fourth was Monaghan's Kevin Sherry in his usual Volkswagen. Third in Class 2, behind the Volkswagens of Sherry and McBurney, was Circuit of Ireland winner and one of Ulster's leading rallymen, Adrian Boyd in a Volkswagen. Boyd has sold his Sprite for a new VW, and several other Ulster Sprite exponents are reported to be doing likewise. Seamus Griffen, the Hewison Trophy holder, was way off form at Monaghan and was unplaced, which was an unusual experience for the Dublin man. John Moore drove very well to finish second in his Austin Seven in Class 1, despite a broken windscreen. Billy Kilroy created quite a surprise when he took his wife's Prinz 30 into third place in this class in front of a huge gaggle of B.M.C. "Minnies".

Results

Premier Award: Dr. T. Glass (Hayrake), 465.4 marks. **Class 1:** 1, D. Cullen (NSU Prinz 30), 482.6; 2, J. S. Moore (Austin Seven), 493.6; 3, W. Kilroy (NSU Prinz 30), 499.2. **Class 2:** 1, K. Sherry (VW), 492.6; 2, R. McBurney (VW), 505.6; 3, A. Boyd (VW), 509.2. **Class 3:** 1, Dr. T. Glass (Hayrake), 465.4; 2, R. Woodside (Sprite), 484.2; 3, J. McClean (Sprite), 493.6. **North v. South Team Award:** North Team (Glass, Woodside, McClean).

THE latest Irish Motor Racing Club bulletin and/or handout merits very close reading, especially between the lines. Please allow me to quote: "The club have pleasure in announcing that the 1961 Phoenix Park motor races will be held on Saturday, 22nd July, 1961, and that inscription on the International calendar has been applied for. The event will be known as the Phoenix Park International Motor Races. The programme of races is not finally decided upon but both the saloon car race for the U.D.T. Trophy and the open handicap for the Gold Flake Trophy will be held. There may be modifications to the circuit over which the races will be held. Further announcements in respect of the other races in the programme and the circuit will be made shortly". We await the "further announcements" with interest and increasing excitement.

The I.M.R.C. propose to run a short course of instruction on race marshalling in Dublin during the month of October. This will consist of four weekly meetings, and a final session in the Phoenix Park. This is an excellent idea, and we hope that the I.M.R.C. headquarters at 37 Exchequer Street, Dublin, is inundated with enquiries from would-be race marshals.

M.G. OWNERS WANTED

THE older M.G. models command a respect and affection in the United States which more recent Abingdon products and other marques can scarcely hope to rival. Sam MacDonald, P.O. Box 361, Burlington, Vermont, U.S.A., is the enthusiastic owner of an M.G. TA and would like to enter into correspondence with experienced TA owners to exchange news and views.

FAMILIAR CAR: A. G. Mann driving the well-known H.W.M.-Jaguar (ex-John Bekaert) comes across the line to notch up best time of the day. He made 27.36 secs. in a very unhurried fashion.

Results

3-litre Bentley Cars: 1, D. W. Llewellyn, 33.12 s.; 2, D. MacKenzie; 3, M. C. Arthy.

4½-litre Bentleys, under 10 ft. wheel base: 1, M. J. Bradley, 30.47 s.; 2, G. H. G. Burton; 3, H. S. Pounds.

4½-litre Bentleys, over 10 ft. wheel base: 1, H. Rose, 33.45 s.; 2, J. H. Tatam.

4½-, 6½- and 8-litre Bentleys: 1, O. A. Batten (8-litre Bentley), 32.00 s.; 2, S. Sears (4½ s.c. Bentley).

Post-1931 Bentleys: 1, B. M. Russ-Turner (4½ Bentley), 33.44 s.; 2, B. Grafton (4½ Bentley).

Cars, up to 1,500 c.c.: 1, R. S. Pierpoint (Lotus XV), 28.88 s.; 2, D. Richmond (Lotus VIIA); 3, J. A. Playford (Lotus VII). **Up to 2,600 c.c.:** 1, K. B. Pateras (A.C.-Bristol), 29.75 s.; 2, D. L. Buss (TR2); 3, P. M. Fisk (TR2). **Up to 3,500 c.c.:** 1, M. H. Barker (Alta-Jaguar), 28.22 s.; 2, B. D. Hetreed (DB3S). **Over 3,500 c.c.:** 1, A. G. Mann (H.W.M.-Jaguar), 27.36 s.; 2, P. L. Farquharson (Allard); 3, G. H. G. Burton (4½-litre Bentley).

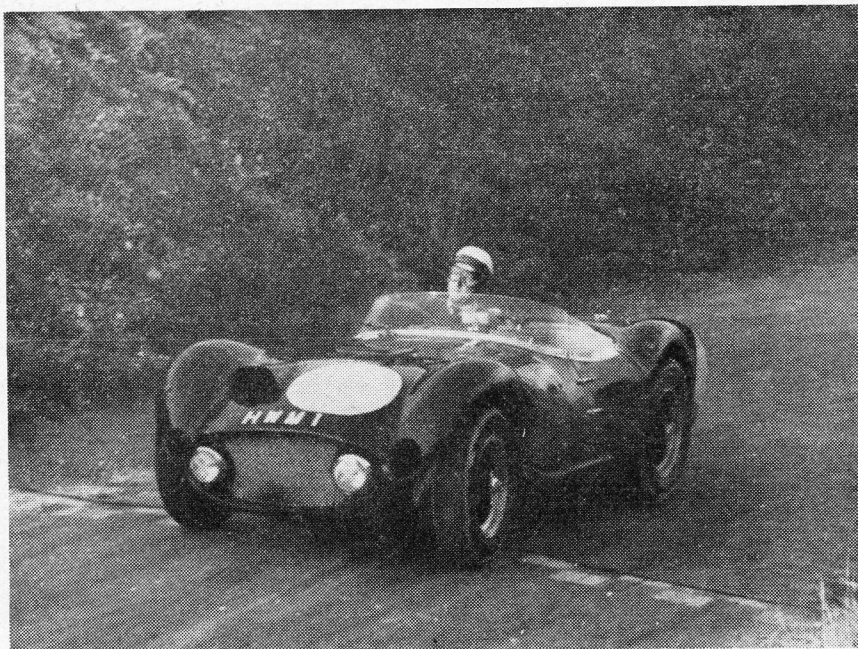
Supercharged Cars, up to 2,000 c.c.: 1, S. B. Rolfe (M.G. s.c.), 33.94 s. **Over 2,000 c.c.:** 1, B. M. Russ-Turner (4½-litre Bentley), 33.28 s.

Bentley Handicap: 1, J. K. Roberts, 25.39 s.; 2, R. Deniss, 26.19 s.; 3, B. M. Russ-Turner, 27.10 s.

Winner, W. O. Bentley Trophy for 1960: 1, George Burton; 2, R. D. Gregory.

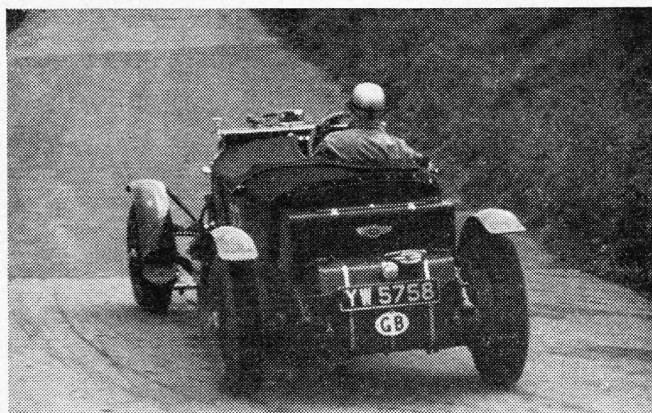
Fastest Bentley: George Burton, 29.98 s.

Best Time of the Day: A. G. Mann, 27.36 s.

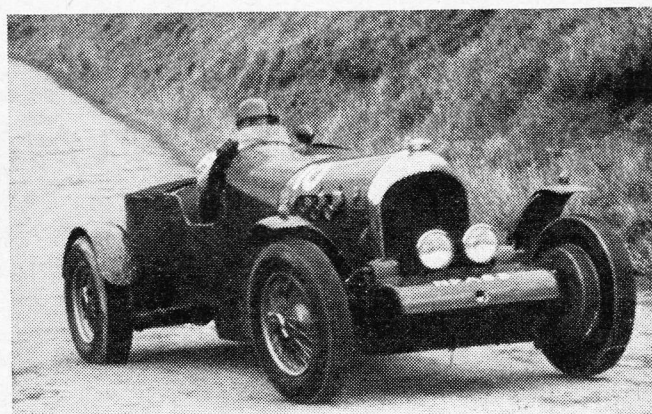


Bentley D.C. Firle Hill-Climb

A. G. Mann (H.W.M.-Jaguar) Makes B.T.D.



IMMACULATE: Harry Rose with his really beautiful unblown, team 4½-litre Bentley as he heads out of the first bend and up the next slope.



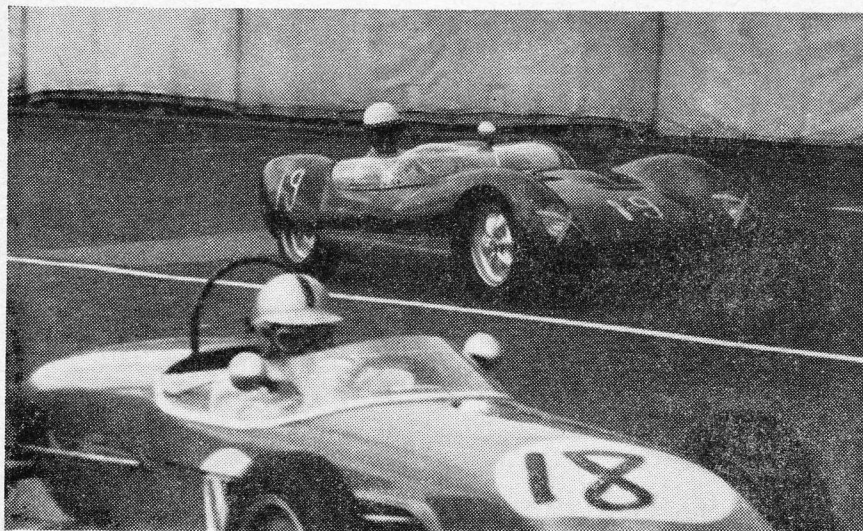
FASTEST BENTLEY: Front view of George Burton as he throws the big Bentley into the top bend. George made B.T.D. for a Bentley.



TRYING HARD: Although over a second behind Mann, R. S. Pierpoint was a serious challenger. Note the hot headrest on the passenger side—it is an oil cooler.



"EMU": Another potential B.T.D. man was B. D. Hetreed, but he couldn't do better than 28.90 secs. Here he slides the DB3S as he comes out of the top bend.



Brighton Speed Trials

Mike Anthony Makes Fastest Sports Car Time (26.15 secs. in the Wet)

Low, rain-filled clouds, scudding before half a gale of westerly wind, emptied themselves as best they could as they hurried over Madeira Drive throughout the morning session, spoiling the times and also being partly responsible for R. M. Deathridge's amazing accident in his Lotus Elite. After having crossed the finishing line and registering fastest time in the class for sports cars 1,201-1,600 c.c. on his second run, he lost control of the car on the wet road, hit something, probably a curb, turned it over, went through some railings and eventually climbed out to tell the tale. He was not badly hurt.

Another feature of the runs in the wet was the way in which the less highly tuned Bentleys such as Stanley Sears's immaculate "Blower" team car and Harry Rose's unblown team car were much less affected by wheelspin than their more highly tuned colleagues, such as Mike Bradley's 3/4 $\frac{1}{2}$, running with a compression ratio of something like 9 $\frac{1}{2}$:1, and some of the more modern machinery. This was borne out by the fact that the Bentley Drivers' Club Class was run partly in the morning (wet) and second runs in the afternoon (dry) and the former mentioned cars and their like had times on their second runs that differed little from their first.

There was considerable competition for the privilege of being fastest sports car driver of the day between Ken Rudd, who drove no less than four cars during the day, and Mike Anthony. At the end of the first runs Rudd had clocked 29.70 secs. in an Aston Martin of 3,700 c.c. to Anthony's comparatively slow 30.42 secs., the 5.555 c.c. of the Lister sounding a bit off colour. But during his second run Anthony got the big car going and amid clouds of spray did a shattering 26.15 secs. Rudd could not improve. Denis Barthel was very consistent with his 300SL Mercedes doing 28.26 secs. and 28.24 secs., but E. J. P. Alexander's 5 $\frac{1}{2}$ -litre Allard just pipped

him for overall second fastest sports car in 27.93 secs. on his second run.

Rudd was also deeply involved with the Marque Class 2 for sports cars over 2,000 c.c. which he won with, one is forced to presume, one of his own modified Austin-Healeys. He had a good day, being first in one class, second in another, and doing fastest gross time in the Aston in the B. and H.M.C. handicap.

By the end of the morning the sky had begun to clear and by the time the racing cars started the course practically dried, the terraces filled up and sunshine was with us for the rest of the day.

Gordon Jones succeeded in beating the class record for 500 c.c. cars twice during his runs finishing up with a best of 29.19 secs., and thus beating Ken Tyrell's old figures by about half a second. A Lotus, this time a Willment-prepared car, put up the first record figures for Formula Junior cars in the hands of D. D. Render in the time of 27.62 secs.

Class 11 for racing cars 501-1,100 c.c. was started off by two very hairy specimens in the guise of the Djinn driven by G. March and J. D. Farley's Farley Special. After much fury and a false start or two March went down in 25.62 secs. to win the class. The name of Gordon Jones crops up again in the

WELL, WELL! M. F. Braby glances enquiringly at C. W. Andrews (Lotus Junior) as they get under way.

class for racing cars from 1,101-1,500 c.c. This time armed with a very potent 1500 Lotus-Climax he somehow outdid that immaculate young lady Miss Patsy Burt in her Formula 2 Cooper by the narrow margin of 0.16 sec. for the class. Patsy got the ladies' award in the racing classes.

It was in the next class that we were to see the real and definitely final fireworks of the day. Racing cars 1,501-2,000 c.c. was it. James Berry, with a car called an E.R.A. on the programme, but built up more or less last week from Bob Gerard's old Formula 2 Cooper-Bristol chassis and other things, together with an E.R.A. engine, set up new figures for the course in 23.21 secs., thus beating at last the late Ken Wharton's time that has stood so long.

PATRICK BENJAFIELD.

Results

Marque Sports Cars, up to 2,000 c.c.: 1, H. Hamblin (Triumph), 33.14 s.; 2, M. O. Bellamy (Triumph), 33.21 s.; 3, C. W. Pickard (Triumph), 33.4 s. **Over 2,000 c.c.:** 1, K. Rudd (Austin-Healey 3000), 30.17 s.; 2, D. Duncan (A.C.-Bristol), 31.42 s.; 3, K. D. Pateras (A.C.-Bristol), 31.95 s.

Sports Cars, up to 1,200 c.c.: 1, D. J. Addicott (Lotus), 31.48 s.; 2, J. A. Playford (Lotus), 32.51 s.; 3, R. Read (Lotus), 33.14 s. **1,201-1,600 c.c.:** 1, R. M. Deathridge (Lotus Elite), 33.65 s.; 2, J. R. M. Boothby (T.V.R.), 34.40 s.; 3, Mrs. V. Richardson (Porsche), 35.06 s. **1,601-2,500 c.c.:** 1, J. Randles (Cooper), 29.68 s.; 2, K. Rudd (A.C. Ace), 30.63 s.; 3, R. E. Dilley (Frazer-Nash), 30.80 s. **Over 2,500 c.c.:** 1, M. Anthony (Lister), 26.15 s.; 2, E. P. J. Alexander (Allard), 27.93 s.; 3, D. Barthel (Mercedes), 28.24 s.

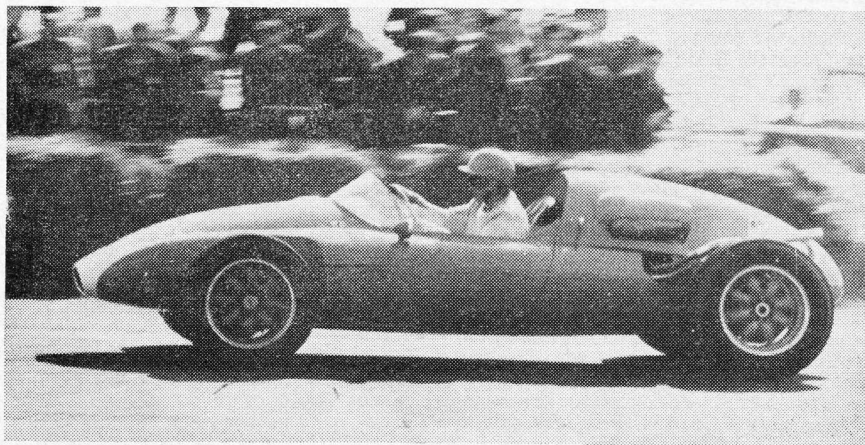
Ladies' Sports Cars: 1, Miss N. D. Bennett (Fairthorpe), 31.20 s.; 2, Mrs. V. Richardson (Allard), 32.64 s.; 3, Mrs. V. Richardson (Porsche), 34.23 s.

Supercharged Sports Cars, unlimited: 1, W. Coleman (Jaguar), 30.25 s.; 2, A. K. Hanworth (Bugatti), 32.10 s.; 3, B. M. Russ-Turner (Bentley), 34.09 s.

Racing Cars, up to 500 c.c.: 1, G. Jones (Cooper-Norton), 29.19 s. (class record); 2, F. J. Mays (Speciale), 29.40 s.; 3, G. Pashley (Cooper), 30.17 s. **501-1,100 c.c.:** 1, G. March (Djinn Spl.), 25.62 s.; 2, C. W. Andrews (Lotus), 28.10 s.; 3, J. D. Farley (Farley Spl.), 28.20 s. **1,101-1,500 c.c.:** 1, G. Jones (Lotus-Climax), 25.43 s.; 2, Miss P. Burt (Cooper), 25.59 s.; 3, G. H. Keylock (Cooper), 25.60 s. **1,501-2,000 c.c.:** 1, J. Berry (E.R.A.), 23.21 s. (new course record for cars); 2, G. Jones (Lotus-Climax), 25.0 s.; 3, Miss P. Burt (Cooper), 25.29 s. **Unlimited:** 1, G. F. T. Richardson (Cooper-E.R.A.), 23.34 s. (equals class record); 2, J. Berry (E.R.A.), 23.37 s.; 3, G. Parker (H.K. Jaguar), 25.65 s.

Formula Junior Cars: 1, D. D. Render (Lotus-Willment), 27.62 s.; 2, C. W. Andrews (Lotus), 28.57 s.; 3, M. Woodley (Cooper), 28.80 s.

Bentley Drivers' Club: 1, M. J. Bradley (4.4-litre), 30.03 s.; 2, G. H. G. Burton (4.4-litre), 30.62 s.; 3, H. S. Pounds (4.666 c.c.), 33.71 s.



AS USUAL, Patsy Burt took the Ladies' Award in the racing car classes. Here we see a very determined Miss Burt.



Miladies' Marathon

Great Victory in Liege-Rome-Liege
for Pat Moss and Ann Wisdom—
B.M.C. Sweep the Marathon Board
for Britain

WITH their recent brilliant form, it was inevitable that the B.M.C. girls, Pat Moss/Ann Wisdom, should become the first ladies to win a Championship rally outright. That victory was made even more memorable by the fact that they are the first British drivers on a British car to win Liège-Rome-Liège, the toughest rally of all.

Inspired by the girls' example, B.M.C. drivers dominated the event. John Sprinzel/John Patten, driving an Austin-Healey Sprite, one of the smallest cars in the rally, finished a superb third and the "works" B.M.C. team of Austin-Healey 3000s won the Manufacturers' Team Prize, the Club Team Prize, and, with the Sprite, the Interland Trophy for the first time. In addition, and almost as a matter of course, the girls won the Coupe des Dames, whilst the big Healeys finished 1, 2 and 3 in their class and the Sprite was an easy class winner.

To finish the Marathon is a far greater achievement than winning classes in lesser rallies and great credit must go to the other nine finishers and particularly to the Belgian combination of the Sanders, father and son, who finished second on their privately owned Porsche and to Mmes. Vanson/Wagner who finished eighth on their privately owned Citroën.

The B.M.C. success was due to careful preparation of suitable cars, a thorough reconnaissance of the course, an outstanding "umbrella" and determined driving in the face of fatigue, appalling roads in Yugoslavia and shocking weather, varying from tropic heat to violent thunderstorms.

BY JOHN GOTT

Each factor played a vital part in that success which would have been the lesser without one of them.

THE formula for the 30th version of the "Marathon de la Route" might well be called the classic "mixture as before", plus some subtle 1960 touches designed by Jacques Ickx, himself the winner in 1951 with the late Johnnie Claes. The "mixture as before" was the 3,000-mile run, to be covered in 91 continuous hours, from Liège to Yugoslavia

and return. For Olympic year it had been planned to return to Rome, last used in 1956, but the Italian police would not permit of this. The new touches were a series of short sections in Yugoslavia, to be covered at average speeds of around 66 k.p.h., plus a series of timed climbs in Italy and France at a 70 k.p.h. average. MM. Garot and Ickx of the Royal Motor-Union were confident that the winners would lose at least three-quarters of an hour over this course (they actually lost 63 mins.), and to ensure that cars could be prepared to the maximum degree, all Groups of Appendix J were permitted. Many sections were run at zero delay, so that even a second's lateness could mean exclusion, and the maximum lateness was only 45 mins., whilst time lost was cumulative. The result was that no less than 23 crews were excluded for lateness, although quite capable of carrying on. In all, only 13 of the crack 83 crews, representing eight nations, finished what is perhaps the toughest "Marathon" yet devised, which was certainly the severest and best-organized European rally run this year. In this light the performance of Pat Moss and Ann Wisdom was even more praiseworthy.

The event fell logically into the following phases:—

THOSE FANTASTIC GIRLS: Pat Moss and Ann Wisdom, aboard their Austin-Healey 3000, swing through a mountain bend in the course of an amazingly successful drive.

THE VICTORIOUS Austin-Healey team, which won all the team prizes, finished 1-2-3 in its class and first, fifth and 10th in general classification. From left to right (in the back row) are Vic Elford and David Seigle-Morris; in the centre, John Gott and Rupert Jones; and in front, Ann Wisdom and Pat Moss.

Prologue.—Scrutineering and the run to Spa. 31st August.

THE courtyard of the Palace des Princes Eveques was a source of some interesting information and full of some magnificent machinery. Of the six non-starters the most important were Wolfgang Levy, who had not yet recovered from his serious crash in the Rhodes Speed Week, and Annie Soisbault, who could not get a car. Porsches have a wonderful record in Liège-Rome-Liège, and it was not therefore surprising that there were 14 of these cars, most of them "hot" Carreras with the 1600 engine. The Porsche crews most favoured to win were Buchet/Bianchi, Strahle/Wenscher and Walter/Nathan. The next most favoured car was an Alfa Romeo Giulietta, of which there were 10, the strongest tips for premier honours being those of Oreiller/Masoero (Super Sprint) and de Lageneste/Greder (TI). Citroëns were out in force with two teams under René Cotton's eagle eye. Their "ace" was the Trautmann/Ogier car, which was highly tuned and extensively lightened by the use of plastic and fibreglass, but that of Coltelloni/Houel was almost as strongly fancied.

Perhaps the cars attracting the most attention were the Lancia Flaminia Gran Sports of Frescobaldi/Rosinsky and Maglioli/de Angeli. These had been allegedly most carefully prepared, but were suffering from last-minute troubles, notably in the electrics on the Maglioli car. Of British entries, the most fancied were the Austin-Healey 3000s of the B.M.C. "works" team of Pat Moss/Ann Wisdom, John Gott/Rupert ("Castro") Jones, Peter Riley/Tony Ambrose and newcomers David Seigle-Morris/Vic Elford. These were the cars which had done so well in the Alpine, and the Moss/Wisdom car was "loaded for bear" as it had a 4.8 axle in place of the normal 4.1 axles used by the other cars; all had a new type of gearbox designed to overcome the troubles in the Alpine. In view of his fine Liège record, the Sprite to be driven by John Sprinzel and owned by co-driver John Patten was tipped as a dark horse—as indeed it was to prove. This was to full Sebring specification, bored out to 975 c.c. Another interesting British car was the Behra/Richard 3.4 Jaguar, which da Silva Ramos had driven to win the touring category in the 1959 Tour de France. With 235 genuine horses, it was probably the most powerful car in the event and Behra was confident of finishing high up.

Before taking off at 6 p.m. for Spa, the crews were offered an aperitif by the Town Council of Liège and given the latest route information by M. Garot. This was to the effect that owing to heavy rain and consequent landslides the Gavia, the Vivione and Croce Domini were closed by the Italian Ministry of Transport; on hearing this, many crews uttered audible sighs of relief.

At 6 p.m. promptly M. Garot gave the signal and to the usual fanfare of horns the convoy swept out through the



crowded streets of Liège to travel under police escort to Spa, whence crews would start from 10 p.m. onwards.

Eighty-three crews left Liège, but only 82 started from Spa. Maglioli did not *prit le depart*. The official reason was given as dynamo trouble, but there were rumours that he had taken his car out of *parc fermé* to practise on the first special stage—and been caught at it.

Acclimatization.—Spa to the Italian border, 1,706 km./1,065 miles. From 10 p.m., 31st August to 8.20 a.m., 2nd September. 82 starters, 64 finishers.

ONE of the new ideas was a "sprint" of 18 km. within 10 miles of the start. The set time was that made by the fastest crew, and everyone else would be penalized. This immediately gave a leader order and certainly afforded a thrilling sight as the cars bellowed over the twisting by-roads around Stavelot. Oreiller made F.T.N. in 11 mins. 49 secs., which represented an average speed of 91 k.p.h./57 m.p.h., very fair going over indifferent roads, at least 5½ km. of which were not tarred at all. The next four places were taken by Belgian-crewed Porsches (obviously they had had some practice), then came Moss/Wisdom in 12 mins. 42 secs. The other high-placed British crews were Seigle-Morris/Elford, eighth, and Gott/Jones, 13th. Behra did 13 mins. 33 secs. (19th), and Peter Riley did well to record as little as 13 mins. 51 secs. (28th), after having his throttle stick open so that he had to drive on the ignition switch. The La Trobe/Huntridge Mini-Minor buzzed over in 14 mins. 49 secs., which was the best that the Lotus Elite of McCartney/Alfvoet could manage. Not all succeeded

in getting over the section at all, however. The Panhard of Mmes. Jowat/Lebouutte gave out just after the start and Rey slid off course, damaging his Alfa's rear axle beyond repair. Another to run out of road was Walter on his beautiful Porsche Abarth, who retired when near Stuttgart. Thus within 100 miles two "aces" were out. At Saarbrücken the Triumph TR3 of the Americans MacCarton/Overlock was 7 mins. late and so automatically was excluded, whilst not long after the Sprite of Margulies/Stuart Turner broke a wheel and the Anglia of Meuwissen/Stapelaere its propeller shaft, so that only 76 crews were running by the time that the rally reached the first of the Italian passes, the Passo di Pennes. This and the following Monte Giovo proved easier than expected, but they accounted for the Elite, which went out with a broken radius rod.

It was a very different story on the Stelvio, where the 30 km. from Trafoi to Bagni Nuovi had to be covered in 36 mins. to avoid penalty. This stage excluded all the fast run-in and was in effect a climb up and over the steepest section of the 9,000 ft. Stelvio, with its 44 hairpins on the ascent and 33 on the descent, the top half of which was in cloud. Oreiller alone managed the feat, and so alone retained his "clean sheet". Next best was de Lageneste, whose Giulietta TI was only 9 secs. late followed by Pat Moss with 25 secs. lateness, and Poirot/Guillemain and Buchet/Bianchi on their Porsches with respectively 27 secs. and 39 secs. lateness. The only other British driver to get in the first 10 was John Gott with 1 min. 27 secs. lateness.



There were, however, some spectacular incidents on this climb. Frescobaldi's Lancia caught alight after an engine blow-up and Parodi had a bad accident on the climb, whilst the Dupont/Jourdain Volvo, the Wauters/Gossiaux M.G.A. and the Sauerbrei/Neumann Mercedes 220 failed to clock in at Brescia after the climb. Pat Moss nearly failed to do so, for the gearbox plug jolted out on the Stelvio and she ran to Brescia without oil in the box before the excessive noise was traced to that cause, and Sid Henson's Austin brake robbed for a plug.

The 343 km. from Brescia to Pazin on the Yugoslavian border were not unduly difficult, but it was a tiring stage requiring fairly careful navigation. Five crews retired, including the Wyndham/Avery "Army" Austin Seven with clutch trouble, and no less than 12 were penalized, Blockley/Broomfield on their Sprite and Burke/Gilley on their Volvo being 7 mins. and 8 mins. late respectively.

At the Yugoslavian border, with about

one-third of the rally run, the order was as follows:—

1, Oreiller/Masoero (Alfa Giulietta), 0 s.; equal 2, Buchet/Bianchi (Porsche) and Moss/Wisdom (Austin-Healey), 1 m. 18 s.; 4, de Lageneste/Greder (Alfa Giulietta), 1 m. 52 s.; 5, Strahle/Wenscher (Porsche), 1 m. 53 s.

British Placings: 12, (with Trautmann/Ogier), Gott/Jones (Austin-Healey 3000); 14, Seigle-Morris/Elford (Austin-Healey 3000); 17, Riley/Ambrose (Austin-Healey 3000); 27, Sprinzel/Patten (Austin-Healey Sprite); 41, Burke/Gilley (Volvo); 44, Meredith Owens/Bradley (M.G.A. 1600); 50, La Trobe/Huntridge (Mini-Minor); 62, Blockley/Broomfield (Austin-Healey Sprite).

Sixty-four crews were still running, of which the last, Schuermans/Demoi (Auto Union) had lost 32 min. 43 secs. compared to the leaders' 0 sec.

Holocaust.—Yugoslavia, 590 km./320 miles. From 8.20 a.m. to 6 p.m., 2nd September. 64 starters, 30 finishers.

M. GAROT had always said that Yugoslavia would decide the rally and that the roads would negate the advantage of the G.T. cars, and allow the saloons and small cars their chance. As the controllers phoned in after all cars

THE FIELD lines up before the Palace des Princes Evêques at Liège. No. 66 is the Seigle-Morris/Elford Austin-Healey which finished fifth overall.

had passed through and their reports were marked on the gigantic scoreboard at Club H.Q., this theory was proved 100 per cent. At Kozina, on entrance, there was only 2 mins. 50 secs. between the first and 10th cars and the best-placed saloon was Behra's Jaguar in 10th place, whilst the highest-placed car under 1,000 c.c. was the Feret/Estager Renault Alpine in 21st position. At Kranjska Gora, on exit, 36 mins. separated the first and 10th cars, and Trautmann/Ogier and Coltelloni/Houel, led the rally with their Citroën ID 19s with Sprinzel's Sprite in sixth position and Lagae/Demortier in eighth position with their DKW saloon. Behra still clung grimly to 10th place with the Jaguar.

No crew retained a clean sheet, the best performance being Trautmann's loss of only 13 mins., whilst 34 cars were put out, 20 through mechanical failure and 14 through being outside the permissible half-hour's lateness. The average speed was at least 60 k.p.h./37 m.p.h. and on the longest section of 91 km./57 miles, the speed required was nearer 70 k.p.h./44 m.p.h. due to there being a diversion with no allowance of time. All this was over dirt roads, either through clouds of choking white dust which made it hard to see where the road went or through vicious rainstorms which turned those roads into skid-pans. With a series of short, "tight" sections over which even the best drivers could not hold the speed, cumulative delay was nearly impossible to make up and any sort of trouble represented a penalty carried through control after control. The 48 km./30 miles from Pazin to Matulji penalized 32 of the cars, although the leaders kept "clean"—of penalty points! Novi to Vrbovsko penalized everyone, as did the following section of Vrbovsko to Cabar. From Cabar to Col only the two Citroëns and Buchet/Bianchi on their Porsche managed to pull back their lateness to zero. And so it went on for 10 of the hardest hours' motoring which even the hard-bitten Marathon veterans could recollect. Trouble struck amongst the leaders in a big way. Oreiller/Masoero went out with a series of punctures (the most common trouble due to the extensive use of horses in Yugoslavia), and de Lageneste burst his Alfa's tank. Clemens who had been seventh on his Porsche retired as he hadn't enough spare wheels or tubes left and Strahle/Wenscher dropped from fifth to 19th due to damaging their sump. John Gott/Rupert Jones had a puncture on the Novi section and their Healey's bonnet, despite safety catches, blew up on the next stage, so that the time lost in changing wheels and effecting hasty coachwork repairs dropped them to 28th position and brought them within 5 mins. of disqualification. This fate actually befell Blockley/Broomfield and Gilley/Burke at Cabar, whilst the La Trobe/Huntridge Mini-Minor went out at Novi with petrol pump failure. The two Bills, Meredith Owens and Bradley, had been driving their M.G.A. steadily to hold 26th place. But not all the British contingent were in such lowly positions. Peter Riley had done the B.M.C. recce. in Yugoslavia and he drove superbly, making full use

PROMISING NEWCOMER to international rallying was the Lancia Flaminia Gran Sport of Frescobaldi/Rosinsky. This car blew up on the Stelvio, when lying in 11th place.

of his local knowledge, to pull up to fourth position.

Pat Moss put in a very nice drive without incidents or fireworks to hold fifth place and David Seigle-Morris, who was taking to the big Healey like a duck to water, coped nobly with punctures to pull up to 12th position. But undoubtedly the British drive was that of John Sprinzel, who sensed that this was his opportunity and seized it with both hands. Using the magnificent road-holding of the Sprite to the full, he rocketed up through the field to reach sixth place, only 2½ mins. behind the Moss/Wisdom Healey.

And so at Kranjska Gora the order was as follows:—

- 1, Trautmann/Oreiller (Citroën), 15 m. 51 s.;
- 2, Coltelloni/Houel (Citroën), 17 m. 45 s.;
- 3, Buchet/Bianchi (Porsche), 18 m. 18 s.;
- 4, Riley/Ambrose (Austin-Healey), 31 m. 53 s.;
- 5, Moss/Wisdom (Austin-Healey), 34 m. 18 s.;
- 6, Sprinzel/Patten (Austin-Healey), 37 m. 4 s.

The other British placings were Seigle-Morris and Gott/Jones (Austin-Healeys), 12 and 28; Meredith Owens/Bradley (M.G.A.), 26.

Of the teams, only Citroëns and Austin-Healeys now had three cars running, the Citroëns leading by just over 20 mins., whilst the Healeys, also running as "Ecurie Safety Fast", were the only club team left intact.

The Heat Continues.—Kranjska Gora to Barcelonnette, 1,195 km./750 miles. From 6 p.m., 2nd September, to 6.15 p.m., 3rd September. 30 starters, 13 finishers.

TRADITIONALLY, the run across Italy allows a period to recuperate from the rigours of Yugoslavia. 1960 was, however, no traditional year. The timed section of 55 km. over the Moistrocca and Predil passes was cut to 50 mins. as against 55 mins. for last year when only six managed it in that time. This year only Trautmann and Buchet managed it "clean", the next best being Seigle-Morris with a lateness of 27 secs. The following stage of 260 km/163 miles from Cibiana to Rovereto was even worse. Although the delay was now 15 mins. before exclusion, six crews were excluded and another five retired, whilst another five received heavy penalty points. The stage opened with a timed climb over the Passo Duran and the Force Cibiana (which was nothing better than a goat track) and continued over a succession of dirt-surfaced passes where navigation was exceedingly difficult. It ended with a climb up and over Colle Xomo, which can best be described as 10 miles of the worst section of Beggars Roost. This again wrought havoc amongst the leaders. The suspension of Trautmann's Citroën gave out and he smashed his sump, a fate which also befell the Strahle/Wencher Porsche. Misfortune also struck the Healey team for the fan of the Riley/Ambrose car disintegrated and the pieces pierced the radiator; this was almost certainly due to the excessive revs. on the first night when the throttle stuck open. Such a trouble was bad luck on Peter and Tony, whose careful notes kept the B.M.C. boys and girls dead on track, which was more than can be said for Buchet/Bianchi, who got lost and were over 15 mins. late at Rovereto. So now the



Moss/Wisdom 3000 and the Sprinzel/Patten Sprite lay second and third behind the Coltelloni/Houel Citroën, and only the Healey team survived. However, there was a long way to go and a lot could happen, as proved by the Meredith Owens/Bradley M.G.A. which got a puncture and could not be jacked up quick enough, despite the assistance of Pat Moss/Ann Wisdom (who had made B.T.D. in the Duran test), to avoid exclusion. The run to Berceto was easy going, but it was too much for the Citroën leader, which fell out near La Spezia with a collapsed suspension. In the next stage the Behra/Richard Jaguar, then lying seventh, also retired with broken steering and a damaged axle. Finally, just after Cuneo, the Schöttler/Raker Porsche, sixth last year and in 11th position this, had an accident and was too damaged to continue.

So, for the first time in history, British crews on British cars led the Marathon and were in a strong position to sweep the board. There was, however, some worry in the Healey camp. The Moss/Wisdom car was leaking oil from its gearbox almost as fast as it was put in and the Seigle-Morris/Elford car was in trouble with its hub bearings. The B.M.C. "umbrella", which had been doing noble work in looking after the crews, now swung into action. The cars raced into Barcelonnette after having put up a fantastic average across Italy. The gearbox was taken out and patched and the hub bearings changed, all in under an hour, and the crews went on their way with more confidence.

At Barcelonnette, with the final climbs to come, the position was:—

- 1, Moss/Wisdom (Austin-Healey 3000), 39 m. 42 s.;
- 2, Sprinzel/Patten (Sprite), 44 m. 33 s.;
- 3, Sander/Sander (Porsche), 46 m. 17 s.;
- 4, Poirot/Guillemain (Porsche), 54 m. 42 s.;
- 5, Demortier/Lagae (DKW), 58 m. 15 s.

Seigle-Morris/Elford were 6, and Gott/Jones were 11. 13 crews only were still running.

Consolidation and Attack.—The French Alps, 450 km./280 miles. From 6.15 p.m., 3rd September, to 3.15 a.m., 4th September. 13 starters and 13 finishers.

As the French controls were all route controls with an allowance of 30 mins. late and early, the main chance of

improving position was in the five timed climbs. These, however, were in total some 136 km./84 miles long, and none was possible in the times set. The B.M.C. girls led the Sprite by 4 mins. 51 secs., but that was only 1 min. 44 secs. ahead of the Porsche of the Sanders, father and son, who were driving with great verve. Seigle-Morris/Elford had a great chance to improve to fifth as they only had to take a minute off the Demortier/Lagae DKW, but Gott/Jones had to take 8½ mins. off the Nokin/Di Cocco Porsche to snatch 10th place and make up 16½ mins. on the Bichat/Marbaque Volvo for ninth position. The gaps between the other cars were such that they were only likely to be bridged if any of them suffered mechanical failure. The Porsche crews were, however, driving so hard that even now a British victory might be snatched away at the last moment. Over the Col d'Allos it nearly was. Due to the repairs, the Moss/Wisdom car was running last in the rally convoy, and thinking it had retired, the controller opened the Col to other traffic before it arrived at the start of the climb. Pat coped brilliantly with this extra hazard and indeed made fourth F.T.N. behind Poirot/Guillemain (3 mins. 3 secs. late), Sander/Sander (3 mins. 29 secs. late), and Gott/Jones (4 mins. late), but she dropped 41 secs. to the Porsche, which had already made up 1 min. 6 secs. of its deficit on the Sprite. An ominous start. The gap shortened even more when the Sanders made F.T.N. over the Les Augiers-St. Geniez section to take another 44 secs. off the girls and pass the Sprite into second place. On the Col de Noyer climb, which was over loose gravel, Pat really got the message, for she made F.T.N. and took back 6 secs. The times over this 31-mile section were very close, for only 21 secs. separated the four leading cars, respectively Moss/Wisdom, Seigle-Morris/Elford, the Sanders and Gott/Jones. It was on this section that Seigle-Morris/Elford took over fifth place from the DKW.

On the Col de Luittel, Gott made F.T.N. to take 10th place from the Nokin/di Cocco Porsche which could not hold the pace now being set, and although Pat Moss was 45 secs. slower,

she was still 17 secs. faster than the Sanders, whose challenge was now fading. All now depended upon the last climb over the familiar Cols du Granier, Porte and Cucheron. Here the Sanders faded right out, for Poirot/Guillemain made F.T.N. and the Belgian Porsche was not in the first five. John Sprinzel put in a strong counter-attack to make fourth F.T.N., but could not get back his second place.

The girls had brilliantly held off the challenge, for they had dropped only 28 secs. to the Sander Porsche, which was certainly an easier car to handle on those narrow, twisting roads than the big Healey. John Sprinzel had driven superbly downhill, but the Carrera's b.h.p. uphill had turned a deficit of 1 min. 44 secs. into an advantage of 1 min. 45 secs. The other Healeys had gained the places anticipated and Gott/Jones had cut the Volvo's lead to 5 mins. 50 secs. A few more climbs might have seen quite a change in the order. This, however, was now fixed, unless mechanical trouble intervened.

Finale—Col du Granier to Spa, 830 km./525 miles. From 3.15 a.m. to 5.30 p.m., 4th September. 13 starters, 13 finishers.

IN some ways the run-in to Spa is perhaps the most worrying stint of all. With no need to go fast, reaction sets in and the crews become all too conscious that they have been over 70 hours on the road without proper sleep. Every noise in the car is felt to herald a sudden blow-up which may spoil everything right at the last, and stupid mistakes are all too easy to make. The Demortier/Lagae DKW, for instance, ran out of petrol, an error of judgment which could have been fatal earlier on. To help each other along, teams closed right up together. The three Citroëns of Verrier/Badoche, Mmes. Vanson/Wagner and Gentilini/Vanson were running in close convoy and taking over lead alternately. These cars, respectively seventh, eighth and 12th, had been beautifully driven, without any attempt at fireworks, and discretion brought its own reward by their steady upward progress as faster cars and more impetuous drivers fell off

the leader board. The four Healeys were also running together, all taking full advantage of the fast roads to make up time for a bath and breakfast. A chambermaid in a small hotel at Gray was startled on entering a bathroom left unlocked through tired forgetfulness to find four naked Healey drivers (male) washing the Yugoslavian dirt off into a bath which was full of a foot of water and 2 ins. of Yugoslavian silt. The only car to strike trouble was the Neyrat/Terramorsi Triumph, which broke a front wheel and was only enabled to get going again by borrowing one from an obliging TR owner watching the rally survivors through.

Nearing Spa it came on to rain, but the Healeys were taken into a garage where they were washed and polished to make a triumphal entry in line ahead formation into the *Parc des Sept Heures* where they formed into an escort for No. 76, which had made history by being the first British car driven by a British crew to win the toughest rally of all and the first car to be driven to outright victory by ladies in a classic rally.

Heard at the Royal Motor-Union

There will be another "Marathon" next year and possibly the year after as well, that being the Club's 50th anniversary.****It was felt that the only woman driver capable of repeating the girls' feat was Gilberte Thirion, whose congratulatory telegram was the first they received****Cottelloni, the reigning European Champion, said jokingly that he would put up a Coupe des Hommes in future, and hoped that next year *les Championnes seront les Champions*—in their present form it could be at that****Erik Carlsson reckoned that the B.M.C. success was the greatest ever by any "works" team. The nearest was the Mercedes victory in this year's "Monte", but they did not win the Coupe des Dames, the Club Team Prize or help to win the Interland Trophy****The Citroën team went straight off to the Polish Rally, as did John Sprinzel, this time on a "works" Ford Anglia****John Patten, who had bought the Sprite less than two weeks before the rally, remarked jokingly that he felt it a good enough car to justify

paying off the balance****The driver with the most Lièges to his credit is Meur, with 11. Next up is John Gott with eight. Meur, however, has only finished once, but Gott has finished five times out of six since leading the B.M.C. team****Claudine Vanson is a woman driver to watch, especially when partnered by Renee Wagner, who looks like being this year's French Championne****The "works" Healey 3000s have only once not won their class (and then one was second) since they started to rally last year. The Moss/Wisdom car has been eighth in the Tulip, second in the Alpine and is now a winner. The R.A.C.?****It must be some time since two members of the R.A.C. Competitions Committee figured so prominently in the results of a "classic" event****One oil company felt the B.M.C. victory important enough to put it in its advert ahead of the results of the European G.P.

Starters and Finishers by Makes

| Make | Starters | Finishers |
|--------------------------|-----------|-----------|
| Alfa Romeo Giulietta ... | 10 | — |
| Alpine (Renault) ... | 2 | — |
| Austin Seven ... | 1 | — |
| Austin-Healey 3000 ... | 4 | 3 |
| Austin-Healey Sprite ... | 3 | 1 |
| Auto Union ... | 3 | 1 |
| BMW ... | 2 | — |
| Borgward ... | 3 | — |
| Citroën ... | 6 | 3 |
| Ford ... | 3 | — |
| Jaguar ... | 2 | — |
| Lancia ... | 3 | — |
| Lloyd ... | 1 | — |
| Lotus ... | 1 | — |
| Mercedes ... | 3 | — |
| M.G.A. ... | 2 | — |
| Morris Mini-Minor ... | 1 | — |
| Panhard ... | 3 | — |
| Peugeot ... | 3 | — |
| Porsche ... | 14 | 3 |
| Renault ... | 2 | — |
| Simca ... | 1 | — |
| Triumph ... | 4 | 1 |
| Volvo ... | 6 | 1 |
| TOTAL | 83 | 13 |

General Classification

1. Moss/Wisdom (Austin-Healey 2,912 c.c.), 1 h. 3 m. 4 s. penalties; 2. G. Sander/W. Sander (Porsche 1,582 c.c.), 1 h. 9 m. 11 s.; 3. Sprinzel/Patten (Austin-Healey 975 c.c.), 1 h. 10 m. 56 s.; 4. Poirot/Guillemain (Porsche 1,582 c.c.), 1 h. 14 m. 49 s.; 5. Seigle-Morris/Elford (Austin-Healey 2,912 c.c.), 1 h. 21 m.; 6. Demortier/Lagae (Auto Union 980 c.c.), 1 h. 30 m. 39 s.; 7. Verrier/Badoche (Citroën ID 1,911 c.c.), 1 h. 40 m. 10 s.; 8. Vanson/Wagner (Citroën ID 1,911 c.c.), 1 h. 46 m. 19 s.; 9. Bichat/Marbaque (Volvo 1,580 c.c.), 2 h. 11 m. 22 s.; 10. Gott/Jones (Austin-Healey 2,912 c.c.), 2 h. 17 m. 12 s.; 11. Nokin/Di Cocco (Porsche 1,582 c.c.), 2 h. 22 m. 38 s.; 12. Gentilini/Vanson (Citroën DS 1,911 c.c.), 2 h. 39 m. 41 s.; 13. Neyret/Terramorsi (Triumph TR3 1,991 c.c.), 3 h. 51 m. 18 s.

Manufacturers' Team Prize: Austin-Healey 3000 (Moss/Wisdom, Seigle-Morris/Elford, Gott/Jones). **Inter-Ecurie Team Prize:** Ecurie "Safety Fast" (Moss/Wisdom, Seigle-Morris/Elford, Gott/Jones, all on Austin-Healey 3000s. **Interland Trophy:** Great Britain (Moss/Wisdom, Seigle-Morris/Elford, (Austin-Healey 3000s), Sprinzel/Patten (Austin-Healey Sprite).

Coupe des Dames: 1. Moss/Wisdom (Austin-Healey 3000), 1 h. 3 m. 4 s. penalties; 2. Vanson/Wagner (Citroën ID), 1 h. 46 m. 19 s.

2,501-3,000 c.c.: 1. Moss/Wisdom (Austin-Healey 3000), 1 h. 3 m. 4 s.; 2. Seigle-Morris/Elford (Austin-Healey 3000), 1 h. 21 m. 3. Gott/Jones (Austin-Healey 3000), 2 h. 17 m. 12 s.

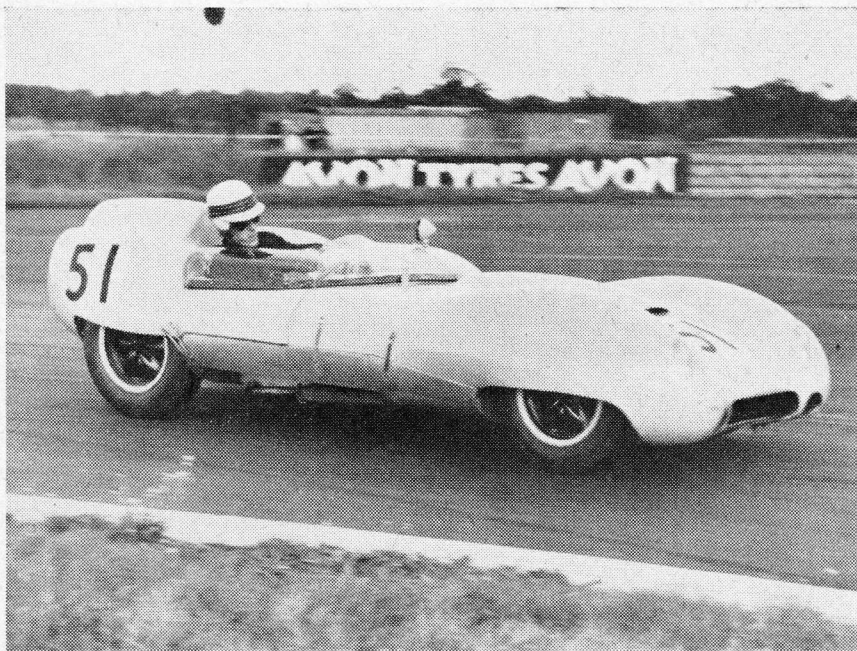
1,601-2,000 c.c.: 1. Verrier/Badoche (Citroën ID), 1 h. 40 m. 10 s.; 2. Vanson/Wagner (Citroën ID), 1 h. 46 m. 19 s.; 3. Gentilini/Vanson (Citroën DS), 2 h. 39 m. 41 s.; 4. Neyret/Terramorsi (Triumph TR3), 3 h. 51 m. 18 s.

1,301/1,600 c.c.: 1. Sander/Sander (Porsche), 1 h. 9 m. 11 s.; 2. Poirot/Guillemain (Porsche), 1 h. 14 m. 49 s.; 3. Bichat/Marbaque (Volvo), 2 h. 11 m. 22 s.; 4. Nokin/Di Cocco (Porsche), 2 h. 22 m. 38 s.

851-1,000 c.c.: 1. Sprinzel/Patten (Austin-Healey Sprite), 1 h. 10 m. 56 s.; 2. Demortier/Lagae (Auto Union), 1 h. 30 m. 39 s.

PRESSING ON: Dust, stones, rocks and an appalling road surface—typical of the conditions in Yugoslavia where, nevertheless, a very high average speed had to be maintained.





SUNBAC'S SILVERSTONE

Shane Summers has an Overwhelming Victory in the Sports Car Race

SQUALLY winds and, throughout practice and during the latter part of the afternoon, heavy rain did their combined and evil best—or worst—to mar the Sunbac Silverstone race meeting on 3rd September. But the attempt failed, and the meeting still remained what it was meant to be—a day out for the clubman, with close racing and pleasant atmosphere.

Proceedings started badly, however, with an unpleasant accident during the only motor-cycle event of the day, a one-hour high-speed trial. A sidecar combination was in collision with a solo motor-cycle in front of the pits, and the sidecar passenger was taken to hospital, reported to be seriously hurt. This, and the weather, caused considerable delays in the otherwise promptly run programme.

First car race was a six-lap scratch race for sports cars up to 1,200 c.c., which was dominated throughout by Mayne's pretty Falcon-Ford, the twin head-fairing car which went so well in the Six Hours relay race not long ago. The car shared the front row of the grid with Sim's Yimkin-B.M.C., Michael Henderson's Seven "A" and H. Davies's similar car, and shot into the lead right from the word go, to hold first place throughout the race from Sim's Yimkin. A fight for third spot took place between Henderson and Wiggins, but Henderson stayed in front for the whole distance. The leading pair pulled out a tremendous lead, however, and Mayne finally crossed the line with a margin of five seconds over Sim, while the latter led Henderson home by nearly 20 seconds.

TYPICAL of Club Silverstone—start of the scratch race for sports cars under 1,200 c.c. (23) M. D. Mayne (Falcon-Ford), the eventual winner, and next to him Mike Henderson (Lotus), who took third spot.

Next on the programme came a half-hour "blind" for cars, in which Bill Llewellyn (XK 120), John Horton, in the old 2-litre Formula 2 Connaught, and his namesake, T. M. Horton, in a Lotus Seventeen, all gave polished displays. Racing proper restarted again after this with a six-lap scratch event for 750 Formula cars in which, as expected, the Worden-Austin ran away with things, this time being handled with skill and brio by Harry Worrall instead of its usual pilot, Tony Densham. Worrall led from start to finish in this very fast 750 despite stout efforts to keep up from David Boorer, whose car was out-performed.

RUNAWAY WIN for Shane Summers (Lotus) was the result of over 1,200 c.c. sports car event. Shane led from start to finish by a margin which increased with every lap.

For third place there was the most frantic dice, involving Mike Harris, in the historic—and virtually original—Ulster. These three had a real go at cut-and-thrust motor racing, swapping places on each and every lap. Keith Dixon's cornering at Woodcote became most exciting, since Harris appeared to be faster down the straight, while Dixon caught him on the braking. This went on for five laps until something went wrong with organization, and the Ulster shunted Harris's car, causing it to spin on the corner. Dixon, of course, went through into third place while all credit must go to Limbach for missing the spinning Harris, while he subsequently took third place from Dixon on the last lap.

Then came a six-lap handicap, with Rex Pierpoint's ex-Tommy Sopwith Lotus all alone on the scratch mark after an unlucky practice incident had eliminated John Ewer's Lola. W. G. Lomas, in his 1172 Lomas Special, led from the limit for the first two laps, but T. M. Horton (Lotus Seventeen), starting from about the middle of the field, came through like an express train to take the lead on lap three, staying in front to the end. In second place was Peter Warr's Lotus Seven-Climax, which came up from fourth place on the last lap to lead home the XK 120 of Bill Llewellyn.

Another half-hour high-speed trial followed this event, in the course of which there emerged the most magnificent duel between P. G. S. Baron's Turner and J. A. S. K. Fenton's Healey Sprite. In the early stages Thompson lost his Rasdan 750 Special and how he missed Totten's very fast A35 is something that will remain a mystery. Cottrell's A40 and Bryan's Riley 1.5, the latter running with both tow-bar and roof-rack in place, also had a fine scrap.

Then came another six-lapper for 1,200

(Continued on page 404)



EVERY INCH a Rover. The new 3-litre is lower and wider than previous models and even more luxurious. J.V.B. considered that in spite of the new look the car was every inch a Rover.

shaft is chain driven, and operates the valves through roller cam followers. The exhaust valves are in the block and the pushrod-operated inlet valves are in the light alloy cylinder head. With a single SU carburetter, the unit develops 115 b.h.p. at 4,500 r.p.m. The Borg and Beck clutch has hydraulic operation, and the conventional four-speed gearbox has synchromesh on the upper three ratios. A Laycock-de Normanville overdrive unit is standard, driving the spiral bevel rear axle through a two-piece propeller shaft, of which the central steady bearing is rubber-mounted.

The five/six-seater body is built to typical Rover standards of excellence. Everything about it is unobtrusive but good, and the comfort of the passengers is studied as always. The controls are also similar to those of previous Rovers, the levers on the steering column for lights, overdrive and indicators being a well-remembered feature. The same applies to the electrically operated reserve petrol tap, and the flashing warning light which politely intimates that one should push in the "choke" when the engine is warm.

On taking one's seat, one finds that the new Rover appears to be much wider than its predecessors. At first, the windows do not seem to be as deep as usual, but when this effect has worn off the all-round visibility is found to be satisfactory. The seats are comfortable and the controls well placed, while the instruments are conveniently grouped before the driver.

On moving off the car is found to possess that "silkeness" of a high class production. It picks up speed unobtrusively, and by employing the overdrive one can cruise quite rapidly with the minimum of fuss and mechanical noise. The gears change easily and are commendably silent, except for bottom gear, which is unsynchronized and somewhat audible. Starts on the level can readily be made in second, however.

When pressed, the 3-litre exhibits a useful turn of speed, and approaches

JOHN BOLSTER TESTS

The Rover 3-Litre

FOR many years Rovers have made rather a special sort of car. It is difficult to put in a few words the particular characteristics that these machines have possessed, though the faithful band of owners are in no doubt about this. It would perhaps be fair to say that the typical Rover has been a medium-sized car built to the same standards as the largest luxury carriages. Shattering performance and flashy appearance are not expected of this *marque*, but the prospective buyer has always been certain that his cheque will buy an unobtrusive car of exceptional refinement, with a good resale value after many seasons of work.

Therefore, when the rumour began to spread that a 3-litre Rover was on the stocks, we awaited a car of many solid virtues. Sure enough, the new model turned out to be a typical bearer of the name, with even more luxury and refinement than before. There is no spectacular increase in performance. Instead, the extra power of the bigger engine is used to propel a wider and more luxurious body than that of any previous Rover. The car is lower and the noticeably shallow windows give it a rather unusual appearance. Yet, in spite of its new look, the 3-litre is every inch a Rover.

The pressed steel saloon body forms the chassis, but a sub-frame of box section is attached to the front by six rubber mountings. This carries the anchorages for the front suspension and its rear cross-member secures the laminated torsion bars. The engine and gearbox assembly is also supported on this forward extension.

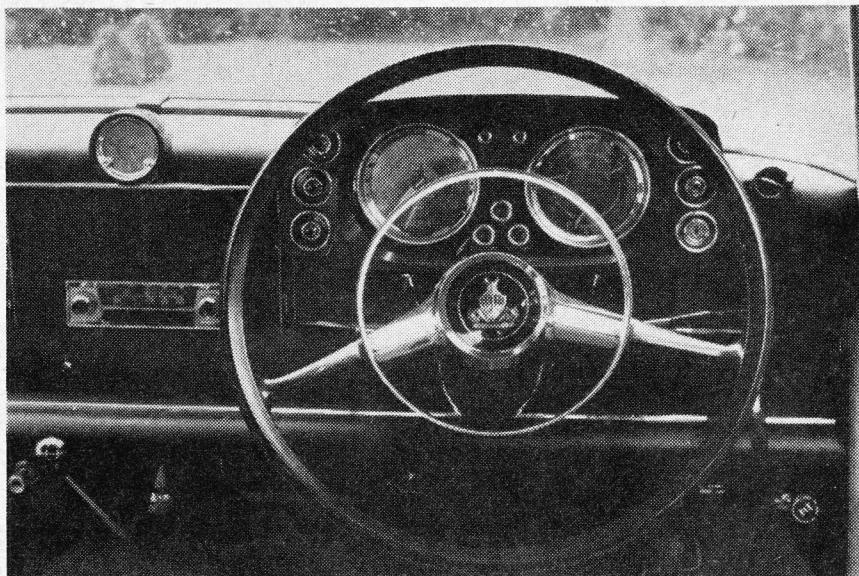
The rear axle is suspended on semi-

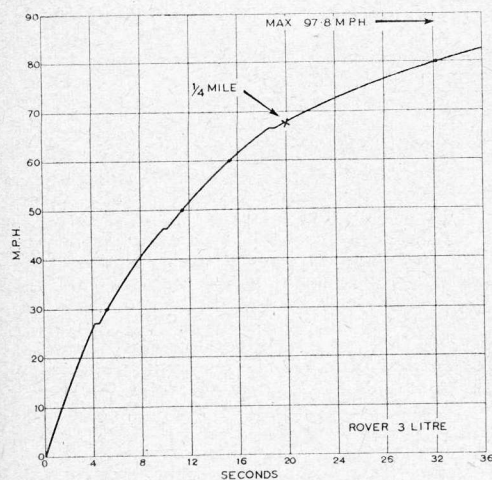
elliptic springs, which pivot on conventional rubber bushes at their forward ends. Behind there are no shackles, for the springs are secured to prestressed rubber cushions which accommodate the necessary movement. This, coupled with the rubber insulated sub-frame in front, ensures the complete isolation of the body structure from all road and mechanical noises. The few chassis bearings are sealed and require very infrequent lubrication.

Disc brakes are used at the front of all Rover cars and drums at the rear, in conjunction with servo-assisted hydraulic operation. The pistol-grip hand brake operates in the rear drums through a mechanical hook-up. Large by modern standards, the 6.70-15 ins. tubeless tyres are fitted to bolt-on disc wheels.

The six-cylinder engine has a rigid cast-iron cylinder block which carries the seven main bearings. The side cam-

MUCH WIDER: On taking one's seat, one finds that the new Rover appears to be much wider than its predecessors. The windows do not seem as deep as usual but the all-round visibility is found to be satisfactory.





ACCELERATION GRAPH

fairly closely to the "magic hundred". Third gear gives good acceleration and although this is no red hot sports model, it will cruise at 80 m.p.h. without any sign of stress. Towards maximum revolutions, the engine passes through a vibration period, but the average Rover owner will seldom attain such speeds on the gears.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Rover 3-litre saloon, price £1,783 including P.T.

Engine: Six cylinders 77.8 mm. x 105 mm. (2,995 c.c.). Pushrod-operated overhead inlet valves and side exhaust valves. Compression ratio 8.75 to 1. 115 b.h.p. at 4,500 r.p.m. Single SU carburettor. Lucas coil and distributor.

Transmission: Single dry plate clutch with hydraulic operation. Four-speed gearbox with central lever, ratios 3.01 (O/D), 4.3, 5.92, 8.78, and 14.52 to 1. Divided open propeller shaft with central steady bearing. Spiral bevel rear axle.

Chassis: Pressed steel body with rubber-mounted forward extension to carry engine and front suspension. Independent front suspension by wishbones and laminated torsion bars. Burman recirculating ball steering gear. Rear axle on semi-elliptic springs. Telescopic hydraulic dampers all round. Servo-assisted hydraulic

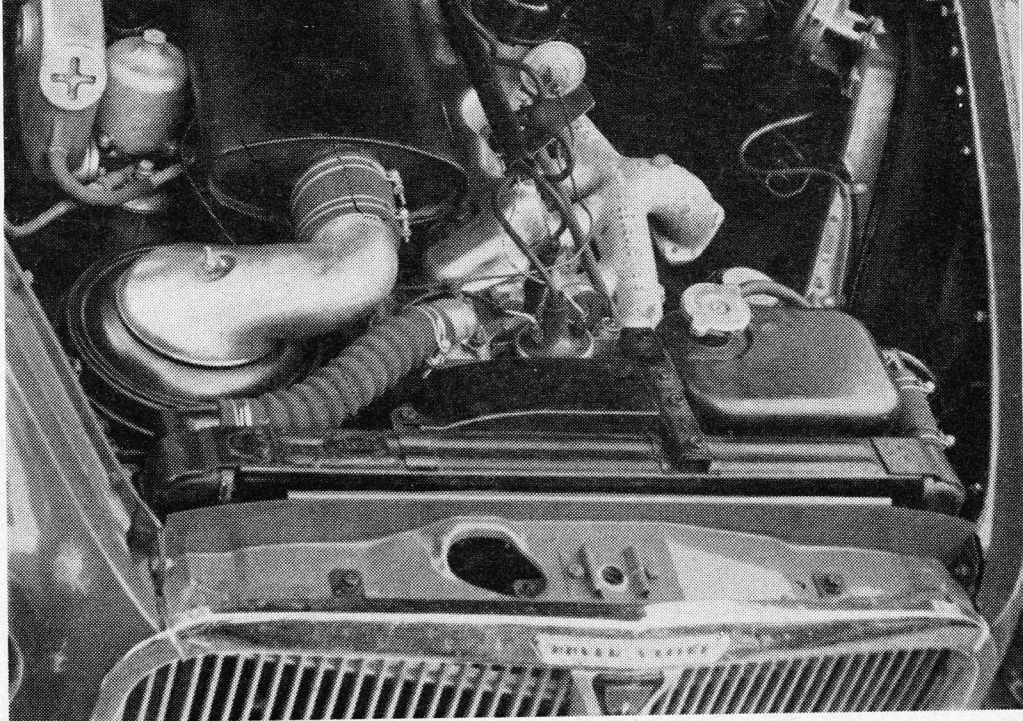
brakes with discs in front and drums behind. 6.70-15 ins. tubeless tyres on bolt-on steel disc wheels.

Equipment: 12-volt lighting and starting. Speedometer, ammeter, water temperature, fuel and oil level gauges. Clock. Self-parking wipers and washers. Flashing indicators. Heating and demisting. Radio (extra).

Dimensions: Wheelbase, 9 ft. 2½ ins.; track (front), 4 ft. 7½ ins., (rear) 4 ft. 8 ins. Overall length, 15 ft. 6½ ins. Width, 5 ft. 10 ins. Weight, 1 ton 11 cwt.

Performance: Maximum speed 97.8 m.p.h. Speeds in gears: direct top 94 m.p.h.; 3rd 67 m.p.h.; 2nd 46 m.p.h.; 1st 28 m.p.h. Standing quarter-mile 20 secs. Acceleration: 0-30 m.p.h., 5 secs.; 0-50 m.p.h., 11.4 secs.; 0-60 m.p.h., 15.4 secs.; 0-80 m.p.h., 32.2 secs.

Fuel Consumption: 19 m.p.g.



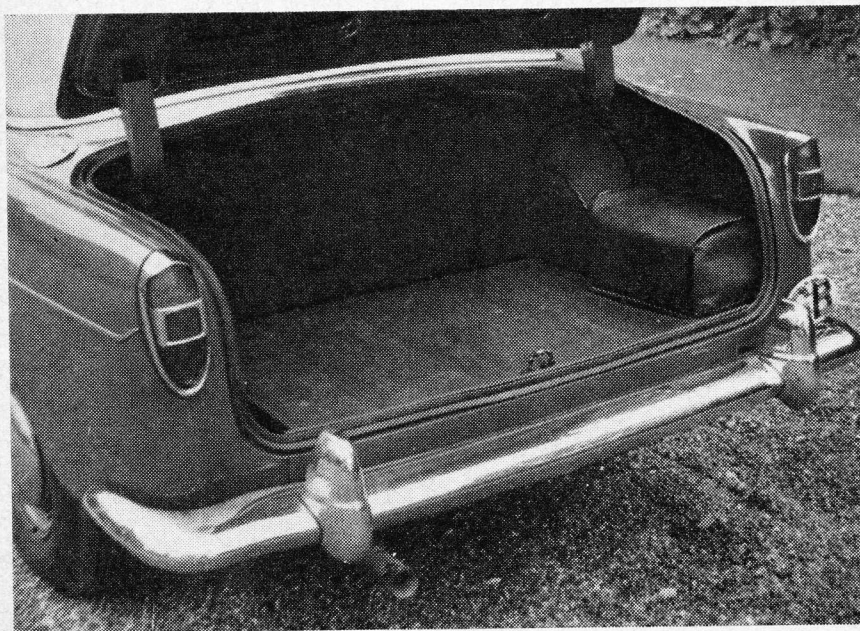
SILKINESS of take-off is one of the pleasures of high-class productions. This 115 b.h.p. unit propels the Rover at speeds approaching the magic hundred with excellent flexibility and power.

The controls are light, especially the steering, which requires much less effort than is usual among cars of comparable weight. At first it feels a little vague at speed, but, in fact, the car is quite controllable during hard driving. The handling characteristic tends towards understeering, especially on wet roads, but while this is not a machine that asks to be "thrown around", it is a safe car which rides well over inferior surfaces.

Once again I can write a hymn of praise on disc brakes. This large car can be driven fast with the knowledge that smooth and oh-so-powerful braking is always available to subdue it. The servo operation gives light pedal pressure, but there is never any doubt about the potency of the retarding force.

There are so many features of the Rover that add to the pleasure of ownership. There is a most elaborate tool kit, of which the small hand tools are in a fitted pull-out tray beneath the front parcel shelf. The heating and ventilation system is a part of the basic design, with special ducts to give face-level ventilation. There are courtesy lights above all four doors and the front door arm rests are instantly adjustable for height—a good point this. The door of the glove locker opens to form a table and the dipping switch for the headlamps is a proper pedal instead of a button. The standard of interior furnishing of this car is equal to that of far more expensive vehicles.

The Rover 3-litre is a car for the man who cannot bear anything cheap and flashy. He buys his car knowing that he will be living with it for a long time, and he chooses it because it will give him smooth, silent travel in an atmosphere that does not affront his good taste. Having regard to the quality and workmanship, the price must be regarded as strictly moderate.



LARGE AND SPACIOUS: The boot is roomy and neatly laid out. The whole car benefits from the extra width—the doors being particularly good.



Silverstone—continued

c.c. sports cars, which was a fine win for Peter Warr's Lotus Seven-Climax. Warr led from start to finish despite a strong challenge from Horton's Seventeen, and the pair of them drew well away from the third man. For third place there was a battle, Harrison-Hansley holding the place after two laps, only to lose it on the third to Saunders in the Victoria-Climax. On the last lap, however, Harrison-Hansley again got in front of the Victoria, this time for keeps.

Next race on the programme, a six-lapper for sports cars over 1,200 c.c., resulted in an absolute runaway win for Shane Summers, in Ricky Bartram's 2-litre Lotus Fifteen. Summers led from start to finish by a margin which increased every lap, finally crossing the line well ahead of Alf Osbiston's 2-litre Cooper Monaco. The Cooper had a less easy time of it, and was hard-pressed all the way by Rex Pierpoint's Lotus, which finally took third spot.

Race nine was a six-lap handicap, in which Weatherill's Lotus came through on the last lap to win from Toten's very rapid A35, which had, one feels, come as rather a shock to the handicappers in terms of performance! Toten came to the fore after three laps and then led comfortably until overwhelmed by Weatherill, finally crossing the line not so very far ahead of Ashley's vintage Frazer-Nash, which had gone like a bomb and really showed the "moderns" a thing or two!

The 1172 Formula cars came out now for a six-lap scratch event, and a most entertaining race it was, too. D. Inglis, in his rather smart Rejo, in fact held first place from start to finish, but never more than a length behind him was Alan Wershat in Lolita. The scrap grew extremely brisk at times, and the pair of them left the field far behind. In third place, and also out on his own after a couple of laps, was Cottrell's Lotus Seven, while fourth place was a constant source of dispute between M. F. Goodwin (Lotus Seven) and W. G. Lomas (Lomas), honours going to Goodwin on the last lap.

Then came the main race of the day, the 15-lapper for "popular" sports cars. This is a Sunbac definition which, simplified, applies to series-production sports cars of Austin-Healey and Triumph, Jaguar and M.G. type, rather than Elvas and Ferraris! As it turned out, this was an exciting race which completely defied the form-book, for rain began to fall shortly before the start, making track conditions greasy and treacherous.

From the start it was young David Hobbs, in the "Mechamatic" Jaguar XK 140, who took the lead, running—unluckily for him—with the hood off. Hobbs led for two laps, second place being a matter of argument between Lambert's XK 150 and Craggs's 2.2-litre TR. On lap three, however, Hobbs lost it at Woodcote, almost disappearing up the Grand Prix circuit in the wrong direction, and by the time he had recovered he was in fourth place behind Craggs, now leading, Jones (Austin-Healey) and Leuch (TR). On lap four Hobbs came back to second place, now treating the swerves with more respect than previously, while Craggs had been displaced to third place. Now leading the race was Jones—the third man to lead the race in four laps! On lap six, however, Hobbs got back in front, Jones dropping to fourth place after a spin at Woodcote, with second and third positions going to Craggs and Leuch. The race then settled down to a pattern so far as the leaders were concerned, the only changes of position for the next few laps occurring in the middle of the field as private battles were resolved. On lap 12, however, Jones took third place from Leuch, while Craggs began to close up on Hobbs, passing him for first place on lap 13.

In the closing laps the order of the leaders changed no further, and Craggs went on to win at an average speed of 67.72 m.p.h.—a more than creditable performance in the prevailing conditions. David Hobbs took a well-deserved second place, ahead of C. Jones, while Leuch had to be content with fourth spot.

In the minutes that intervened between the finish of this race and the start of

HAVING LED the Formule Libre handicap for the first eight laps, Albert Maher's huge Corvette (complete with roll bar), was overwhelmed by Burke's potent "C"-type.

the last event of the day, a 10-lap *formule libre* handicap, the heavens opened, and the rain teemed down. The cars disappeared from view in clouds of spray when less than 200 yards away, while a huge lake formed at the entrance to Woodcote which caused them to vanish behind sheets of water. As a result the thing became something of a farce, while the field was whittled down to a mere shadow of its former self by non-starters. Albert Maher's huge Corvette, looking more like a yacht than ever, splashed its way round in the lead for eight laps, leading off the long-handicap mark, but the American was ultimately overwhelmed by Burke's disreputable-looking but effective "C"-type and Osbiston's Cooper Monaco, both of which were driven with effect and a great deal of adventure in the atrocious conditions.

MARTYN WATKINS.

Results

Scratch Race for Sports Cars, under 1,200 c.c.: 1, M. D. O. Mayne (Falcon-Ford), 71.97 m.p.h.; 2, A. J. D. Sim (Yimkin IV); 3, M. Henderson (Lotus VIIA).

Scratch Race for 750 Formula Cars: 1, H. E. Worrall (Worden-Austin), 66.03 m.p.h.; 2, D. Boorer (DEB 11); 3, D. L. Limbach (Austin).

Handicap for Sports Cars: 1, T. M. Horton (Lotus), 75.54 m.p.h.; 2, P. E. Warr (Lotus VII); 3, W. Llewellyn (Jaguar XK 120).

Scratch Race for Sports Cars, under 1,200 c.c.: 1, P. E. Warr (Lotus VII), 76.81 m.p.h.; 2, T. M. Horton (Lotus XVII); 3, I. G. E. Harrison-Hansley (Lotus XI).

Scratch Race for Sports Cars, over 1,200 c.c.: 1, S. Summers (Lotus XV), 79.44 m.p.h.; 2, A. Osbiston (Cooper Monaco); 3, R. F. Pierpoint (Lotus XV).

Six-lap Handicap for Cars: 1, B. M. Wetherill (Lotus VIIA), 70.14 m.p.h.; 2, C. J. Toten (Austin A35); 3, R. Ashley (Frazer-Nash).

1172 Formula Cars: 1, D. Inglis (Rejo), 73.06 m.p.h.; 2, A. R. Wershat (Lolita); 3, J. J. Cottrell (Lotus).

Marque Sports Cars: 1, J. C. Craggs (Triumph TR2), 67.72 m.p.h.; 2, D. W. Hobbs (Jaguar XK 140); 3, C. Jones (Austin-Healey 100M).

Formule Libre Cars: 1, R. H. Burke (Jaguar "C"), 59.00 m.p.h.; 2, A. Osbiston (Cooper Monaco); 3, A. L. Maher (Chevrolet Corvette).

THE JOHN DAVY CHAMPIONSHIP

THE positions in the John Davy Championship for Formula Junior races at Brands Hatch are as follows:

| | Points |
|-------------------------------------|--------|
| 1. Peter Ellis (Lotus-Ford) ... | 11 |
| Jimmy Clark (Lotus-Ford) ... | 11 |
| 3. Graham Warner (Gemini-Ford) ... | 7 |
| Trevor Taylor (Lotus-Ford) ... | 7 |
| John Brown (Lola-Ford) ... | 7 |
| Chris Andrews (Lotus-Ford) ... | 7 |
| 7. Peter Ashdown (Lola-Ford) ... | 6 |
| Brian Hart (Terrier-Ford) ... | 6 |
| 9. D. G. Addicott (Elva-DKW) ... | 5 |
| John Surtees (Cooper-Austin) ... | 5 |
| 11. H. W. Epps (Cooper-Austin) ... | 4 |
| Tony Maggs (Gemini-Ford) ... | 4 |
| Henry Taylor (Cooper-Austin) ... | 4 |
| 14. Peter Arundell (Lotus-Ford) ... | 3 |
| C. Johnson (Elva-DKW) ... | 3 |
| M. Wills (Lola-Austin) ... | 3 |
| 17. Ian Walker (Lotus-Ford) ... | 2 |
| Chuck Dietrich (Elva-DKW) ... | 2 |
| F. Koenig (Scorpion-DKW) ... | 2 |
| R. Johnson (Halsen) ... | 2 |
| 21. Dennis Taylor (Lola) ... | 1 |

Points scoring is 5-4-3-2-1 for the first five places plus 2 for fastest lap. There are now two more qualifying events—16th October and 26th December.

CASTROL ***WINS*** **LIEGE-ROME-LIEGE RALLY**

OUTRIGHT WINNER

AND COUPE DES DAMES

Pat Moss and Ann Wisdom
(Austin-Healey 3000)

also 1st in the 2500 c.c.—3000 c.c. class

Congratulations to Pat Moss and Ann Wisdom—the first women
ever to win the gruelling 2,880 mile Liege-Rome-Liege Rally.

(Subject to official confirmation)

MANUFACTURERS'
TEAM AWARD
(AUSTIN-HEALEY 3000)

850 c.c. — 1000 c.c. class

1ST J. SPRINZEL
& J. PATTEN
(AUSTIN-HEALEY SPRITE)

also 3rd in general
classification



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

GLANCING in his mirror as he accelerates towards Madgwick is Chris Lawrence (Morgan). Chris led the field from start to finish, his only serious challenger being Bill McCowen (A.C.-Bristol).

themselves out of the tangle at Madgwick, J. Nicholson (Lotus) and Ken Lyon (Lotus) had been participating in a race-long scrap. It was difficult to see who had the advantage where and when, but throughout the event Ken Lyon sat glued on the tail of Nicholson's Lotus and they finished third and second respectively (in the sports car category) behind the lightning Bill de Selincourt (Lola), who had been pressing *les deux* Lotus juniors all the time.

The five-lapper which qualified for points towards the saloon car Cibie Cup competition was certainly action-packed. As they disappeared into Madgwick, G. Lawrence's Austin A40 led the pack from Leston's Volvo and Hutcheson's Riley but there was never more than a few yards between them. As they streamed down the straight after the chicane on the second lap, Lawrence was still out in front; however, one gathered from the commentary that Mr. Leston had tried very hard at Fordwater! Although Lawrence still had a short lead on lap three it was apparent that Alan's very quick Riley would be out ahead when we saw them again, and so it was. On the last lap Les had taken Lawrence for second position and was really trying as he and Alan came into Woodcote—quite worrying commentator Macdonald Hobley who considered Mr. Leston to be going much more quickly than seemed prudent. Alan was completely oblivious to all the excitement behind him—Les was within yards of the speedy blue Ecurie Midge Riley when he overdid things a little and spun at the chicane leaving the circuit. This little piece of ploughing in the country cost him second place, for Lawrence nipped smartly through on the inside in the Austin, and Les had to be content with third spot. A. P. Hedges who had been going so well was unlucky enough to blow up his engine at St. Mary's on the third lap—he was lying fourth at the time.

(Continued on page 408)

B.A.R.C. Last 1960 Goodwood Meeting

Colin Hextall Wins Freddie Dixon Trophy

FOR the last of the 1960 season's B.A.R.C. Members' Meetings at Goodwood, the conditions could not possibly have been bettered. The summer showed that it was still with us by giving us one of the hottest days of the year—the racing proved excitingly close fought and was unmarred by any unpleasant incidents.

Chris Lawrence, by winning the most exciting race of the day, proved that the red Morgan, in his hands, is just as quick as ever—the body of this car has recently been rebuilt; however the only weight saving done was by fitting aluminium wings and bonnet which are optional extras for Morgans anyway!

Michael Salmon in the "D" type has certainly not lost his old form—he drove the blue car superbly to win the Unlimited class and also take fourth place in the handicap race in spite of somewhat harsh handicapping. Colin Hextall (TR3) who has followed so closely on Chris Lawrence's (Morgan) tail in the past, reversed the procedure by winning the Freddie Dixon Trophy very easily with a total of 23 points. Chris took second place with 15 points, whilst Bill McCowen (A.C.-Bristol) and P. J. Doyle (TR3) both came third with 13 points each. Colin Hextall has driven exceedingly well this past season, as has Bill McCowen, and I wouldn't be at all surprised to see both these very able drivers in something much heavier next season.

Saloon car racing is never going to lose its fascination as long as we have such stalwarts as Les Leston (Volvo), Alan Hutcheson (Riley 1.5) and Billy Blydenstein (Borgward). Alan's Riley (which must be producing something in the region of 100 b.h.p. by now) circulated like the proverbial bat; he chalked up fastest lap of 1 minute 51.8 seconds, which is a speed of 77.28 m.p.h.—hardly hanging about!

Racing commenced with a mixed race

for Formula Junior cars and up to 1,100 c.c. sports cars. This event was won by a very deserving Chris Andrews (Lotus-Ford) who dogged J. Fenning (Lotus-B.M.C.) until he passed him on the third lap. Fenning held second place from that time until the last lap when he signalled Bill de Selincourt on as they passed the pit counter side by side—he was obviously suffering from mechanical disarrangements. Luckily he coasted over the line to third place before J. Nicholson (Lotus) could take advantage of his unfortunate predicament. But one can't help wondering what the race might have been like if he hadn't been so unlucky.

At the beginning of the race no less than five drivers had decided to have a little *contretemps* on the first lap as they all entered Madgwick together, somebody put two wheels on the grass (it appeared to be a white junior) and instead of holding it he proceeded to accelerate which, of course, put him broadside to the pack, with obvious results—I doubt if he will do that again!

Whilst other people had been steaming along full ahead for wins or sorting

LAST LAP spin cost Les Leston (Volvo) second place in the saloon car race. Here Alan Hutcheson (Riley 1.5) accelerates towards the finish whilst G. Lawrence (A40), the car behind the Volvo, nipped through to second spot.



Sparkling performance *with the TWIN-CARB* **TRIUMPH HERALD saloon**



Now you can enjoy the sensational Triumph Herald Saloon
with all the verve, dash and liveliness of a
twin carburettor power unit. If you want extra power,
ask for the twin-carb version of the Triumph Herald Saloon.

Twin-carb version of basic Herald Saloon
fitted with twin-carb engine, Coupé instrument panel and
rear axle ratio 4.55:1 £737.15.10 (inc. P.T.).

PERFORMANCE

- * **Power**
50½ b.h.p. (gross) at 6,000 r.p.m.
- * **Max. speed**
78 m.p.h.
- * **Consumption**
38.1 m.p.g. at a constant 50 m.p.h.
- * **Acceleration**
50 m.p.h. in 16.2 seconds

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LONDON SHOWROOMS: BERKELEY SQUARE

TWO DIFFERENT LINES: *The quickest line here proved to be M. Cave (A35). However, D. P. Merfield really had a go and made his little 105E Anglia work very hard.*

the Lola through the corners, whilst Michael Salmon just understeered the 3,786 c.c. monster through St. Mary's, Woodcote and Fordwater in tremendous form. By the last lap Salmon had had to put on his headlights to clear those he was doubling, and the Jaguar made a spectacular sight as it crossed the line headlights blazing 7.4 seconds ahead of Bill's green Lola.

After the heavy machinery we had seen tearing round—the smaller capacity cars reminded us that we were at a Club event, for on came Lotus Sevens, Sprites, etc. First away were C. J. Parkinson (Yimkin B.M.C.), followed by J. A. Murrell (D.R.W.-Ford) and J. van Niekerk in the pretty bodied G.S.M. Delta (due to go into production in this country next month). Murrell, however, wasn't content to play second fiddle to the Yimkin and after a bit of jiggery pokery at Fordwater emerged in front, where he remained until he received the chequered flag four laps later. Van Niekerk took Parkinson for second position on the third lap and at the same time made equal fastest time with the winner, of 1 min. 46.2 secs.

The pack of Sprites which circulated were referred to as "a tickle of Sprites" approaching Woodcote. I trust this meets with the approval of the "Sprite Owners' Club" and B.M.C. as I think it very descriptive! Fastest of the tickle were the Sprites of George Naylor and Fred Marriott who, came home fifth and sixth.

There followed two handicap races, one for closed and the other for open cars. The first of these was won by D. Hobbs in the Hobbs automatic transmission XK 140 which romped home ahead of Les Leston's Volvo and M. H. Cave's A35. D. P. Merfield took the lead on the second lap in his Anglia—trying very hard and staying out in front until Hobbs's Jaguar got ahead on lap four. Pressing on as he was, Merfield spun and left the course first on the outside and then on the inside between

(Continued on page 412)

Goodwood—continued

Singularly free of incidents of any description, but nevertheless, the most exciting race of the day was the Le Mans type start scratch marque sports car event. To some the result was a foregone conclusion as C. J. Lawrence, Esq., *mit* Morgan, was competing. However, they might easily have been wrong as Bill McCowen in the Scuderia Light Blue A.C.-Bristol used every one of his (probable) 140 b.h.p. in an effort to catch the extraordinarily fast unaerodynamic car.

Chris was first away after the flag dropped and had pulled out a good lead after the first lap. Colin Hextall with a look of complete resignation on his face sat on the start for at least a minute after the pack had departed hopefully pressing that little starter button! When he eventually left the start he was very nearly a lap behind. Meanwhile, Bill McCowen had pushed the Bristol up within 3.3 seconds of Lawrence the leader and appeared to be gaining a little on each lap. They both got held up by lapping the back markers on the sixth lap, Chris at the chicane and Bill at Madgwick, and on the following tour the Malvern car was 4.5 seconds ahead of the Scuderia Light Blue A.C. Colin Hextall, not pleased at having started with such a handicap, had removed all the stoppers and had carved through the field and was sitting on Ollthoff's (Twin Cam) tail by the sixth lap, but his bad luck at the start was too much for him and he couldn't catch J. R. Ollthoff who finished behind Bill McCowen, who had crossed the finishing line exactly five seconds after the beautifully prepared maroon Morgan. Macdonald Hobley was impressed by the way Lawrence, McCowen and Hextall had been drifting their cars through Woodcote—not surprisingly!

Very nearly four litres of very highly developed engine shot into Madgwick well ahead of the pack in the unlimited event which followed as Michael Salmon driving his powerful "D" type lost no time in taking an immediate lead from a very determined Bill de Selincourt in the Lola. Behind these two a new battle between Nicholson (Lotus) and Ken Lyon had developed and although Nicholson had led for the first lap later Ken Lyon had got in front and had pulled out a final 10 second lead

over him. Bill de Selincourt, trying very hard indeed lest Salmon should think he had it all his own way, was chucking

Results

Formula Junior Racing Cars: 1, C. W. Andrews (Lotus-Ford), 86.40 m.p.h.; 2, J. Fenning (Lotus-B.M.C.); 3, L. Gibbs (Lotus-Ford). **Fastest lap:** Andrews and Fenning, 87.98 m.p.h.

Non-supercharged Sports Cars, up to 1,100 c.c.: 1, R. W. de Selincourt (Lola-Climax), 83.94 m.p.h.; 2, J. Nicholson (Lotus-Climax); 3, K. Lyon (Lotus-Climax). **Fastest lap:** de Selincourt, 87.63 m.p.h.

Cibie Cup Race: 1, A. Hutcheson (Riley), 74.85 m.p.h.; 2, G. Lawrence (Austin A40); 3, L. Leston (Volvo). **Fastest lap:** Hutcheson, 77.28 m.p.h.

Marque Scratch Race: 1, C. J. Lawrence (Morgan Plus 4), 80.54 m.p.h.; 2, W. McCowen (A.C.-Bristol); 3, J. R. Ollthoff (M.G.A. Twin-Cam). **Fastest lap:** McCowen, 82.60 m.p.h.

Unlimited Sports Cars: 1, M. Salmon (Jaguar D), 86.96 m.p.h.; 2, R. W. de Selincourt (Lola-Climax); 3, K. Lyon (Lotus-Climax). **Fastest lap:** Salmon, 87.98 m.p.h.

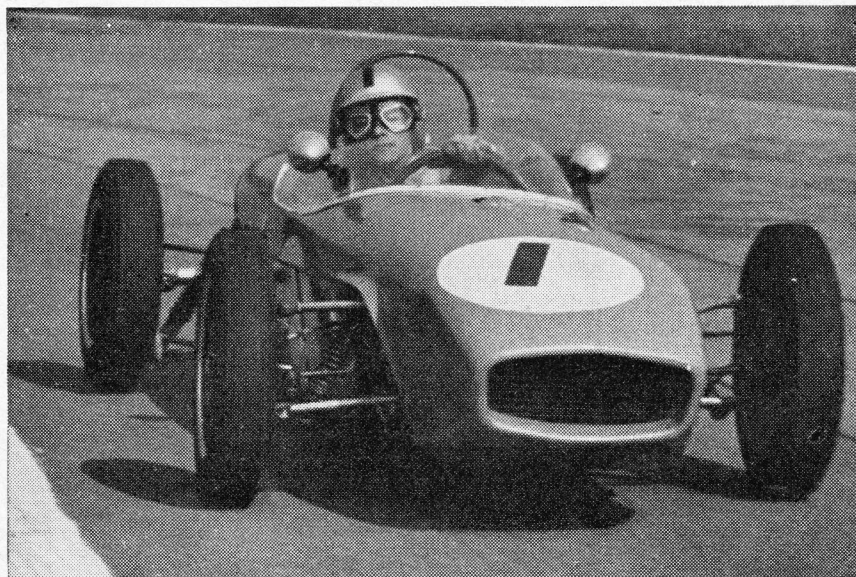
5-lap Scratch Race (D): 1, J. A. Murrell (D.R.W.-Ford), 79.56 m.p.h.; 2, J. v. R. van Niekerk (G.S.M.-Delta); 3, C. J. Parkinson (Yimkin-B.M.C.). **Fastest lap:** Murrell and van Niekerk, 81.36 m.p.h.

Handicap Race (A): 1, D. Hobbs (Jaguar XK 140), 75.97 m.p.h.; 2, L. Leston (Volvo); 3, M. H. Cave (Austin A35). **Fastest lap:** Hobbs, 78.40 m.p.h.

Handicap Race (B): 1, G. A. Naylor (Austin-Healey Sprite), 75.68 m.p.h.; 2, M. G. Beckwith (Lotus-Climax); 3, F. W. Marriott (Austin-Healey Sprite). **Fastest lap:** M. Salmon (Jaguar D), 89.07 m.p.h.

Press Race: 1, R. B. Barker (Autocar, Morris Mini-Minor), 60.03 m.p.h.; 2, R. K. Bell (Motor, Morris Mini-Minor); 3, J. Anstice-Brown (Motor, Morris Mini-Minor); 4, J. Bolster (AUTOSPORT, Morris Mini-Minor). **Fastest lap:** Bell 62.79 m.p.h.

EXCELLENT has been a fair description of Chris Andrews's driving this season. At Goodwood he chalked up yet another win, by taking first spot in the junior event from J. Fenning (Lotus).



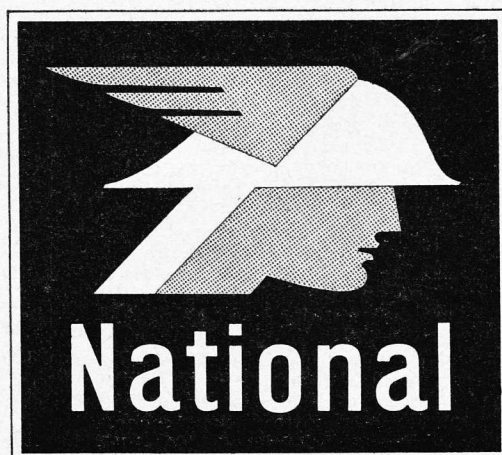
There's nothing like Super National

FOR TURNING MOUNTAINS INTO MOLEHILLS



The map says it is a hill. It *looks* like a hill. But it doesn't *feel* like a hill. Never before has your car climbed so powerfully. For only this week you changed to Super National. Did you know that it is the hydrocarbon molecules in a petrol that make molehills out of mountains? And Super National contains specially compact hydrocarbons called Benzole Aromatics. They pack in as tight as a turn on a mountain road. That's one reason why Super National has such remarkable energy in every gallon. Your standards go up, and the hills go down when you change to Super National, the high octane/high aromatic mixture. Fill up at a friendly National station.

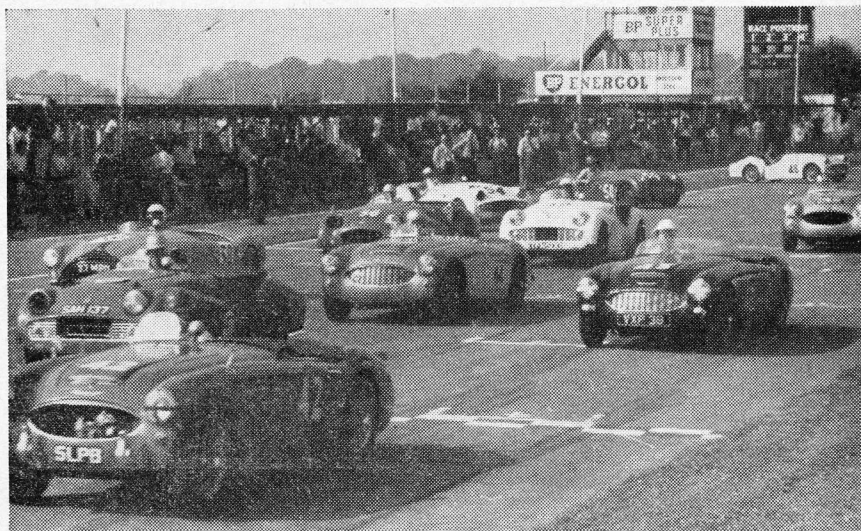
A.15/5a



Club News

By MICHAEL DURNIN

HILL-CLIMBS by the dozen, rallies by the score—but now it's time to leave your Lotus XI at home and get out your maps and check your hill-climb special. The **London Motor Club** are holding their hill-climb at Harleyford, near Marlow, on Sunday, 25th September. Spectators are very welcome, and entry forms and regulations may be obtained from Miss Ann Davies, Heather Cottage, Tadworth, Surrey. . . . Also at Marlow the combined Harleyford speed trials, a closed competition organized by **Allard Owners' Club, Herts County Automobile & Aero Club, North London Enthusiasts' Car Club, Triumph Sports Owners' Association (London Centre)**, will be held on 2nd October. Regs. are available from G. Bance, Esq., 24 Holyrood Road, New Barnet, Herts. One can almost stay the week in Marlow! . . . The **Midland Automobile Club** have organized driving tests on 1st October, at a disused airfield at Lichfield. The event is of an inter-club character, the main award being the Flewitt Hub Trophy, which the M.G. Car Club (Midland Centre) at present hold; there are also individual awards. Keen competition is expected. Regulations may be obtained from G. B. Flewitt, Esq., 4 Vicarage Road, Edgbaston, Birmingham 15. Invited clubs are Hagley & District Light Car Club, Shensstone & District Car Club, Linden Car Club, Coventry & Warwicks Motor Club, Morgan 4/4 Club, B.O.C., Sunbac, M.G.C.C. (Midland Centre) and the Worcestershire M.C. . . . And on the coast we have the Southsea Autosport Gymkhana, organized by the **Southsea M.C.** for 2nd October, which will consist of gymkhana type driving tests of skill and manoeuvrability. Regs. may be obtained from secretary of the meeting, W. T. Pilbeam, 11 West Street, Havant, Hants. . . . An entry of high quality is being received for one of the **Hagley & District Light Car Club's** major events, the restricted sprint meeting at Chateau Impney on Sunday, 25th September. For this year's event the entire course has been resurfaced and as one of the drive-ways to the hotel it offers all that a true road course can, even a bridge and other natural hazards, thus demanding the utmost from car and driver. Prominent amongst entries so far received are: David Good (Cooper), Reg Phillips (Fairley), Austin May (Lotus), Jack Welton and Pauline Brock (Elva), George Keylock (Cooper), Dick James (Lotus), Patsy Burt (Cooper), "Doc" Taylor (Caesar) and Rivers Fletcher (HWM-Jaguar). A keen battle can be expected for top honours with David Good out to retain his title and course record. Regs. may be obtained from C. I. Tucker, Esq., 115 Bewdley Hill, Kidderminster. . . . Also in the North—**Lancashire & Cheshire Car Club's** restricted race meeting at Oulton Park, Cheshire, on 1st October. Regs. from E. N. Bloor, 33 Gibwood Road, Northenden, Manchester. . . . There is a meeting of the **Association of Northern Car Clubs**, due to be held at the White Swan Hotel, Halifax, at 7.30 p.m. on 5th October, to discuss, amongst other things, black spots, 1961-1962 programme of events and date and venue



REST OF THE PACK: Colin Hextall (TR3) still sits on the line as the field chase after Lawrence (Morgan) at the start of the marquee race at Goodwood last Saturday. He eventually finished fourth despite losing thirty seconds.

of their next meeting. . . . The **B.A.R.C.** (N.W. Centre) are holding a sprint at Aintree on Saturday, 8th October, and regs. may be obtained from A. J. Keane, 38 Lynnback Road, Liverpool 18. . . . The **English Electric (Stafford) M.C. and C.C.** are holding the Mellon Trophy Rally on 1st-2nd October. Regs. from J. Taunor, c/o M.C.E., E.E. Co., Ltd., Stafford (marked private). . . . The rallying season is certainly drawing nigh once again, and the **Mid-Surrey A.C.** "200" Rally takes place on 24th-25th September. Invited clubs are E.S.M.C., Vickers-Armstrongs S. & S.C., B.A.R.C. (Surrey Group), Metropolitan Police M.C. (watch it, boys—here comes a copper!), Forces M.C., Cemian M.C., Haslemere M.C., Advertising M.C. and Shell M.C. Entries go to Mrs. L. A. Benwell (from whom regs. are available), 6 Beverley Road, Hampton Wick, Kingston-upon-Thames, Surrey: entries close on 19th September. . . . **Epping Forest Motorsport Association** has planned the first part of its winter programme, and a series of showings of old and new racing films will be held in Lambeth Town Hall on 26th September, 24th October and 15th December, starting on each occasion at 7.30 p.m. Season tickets and tickets for

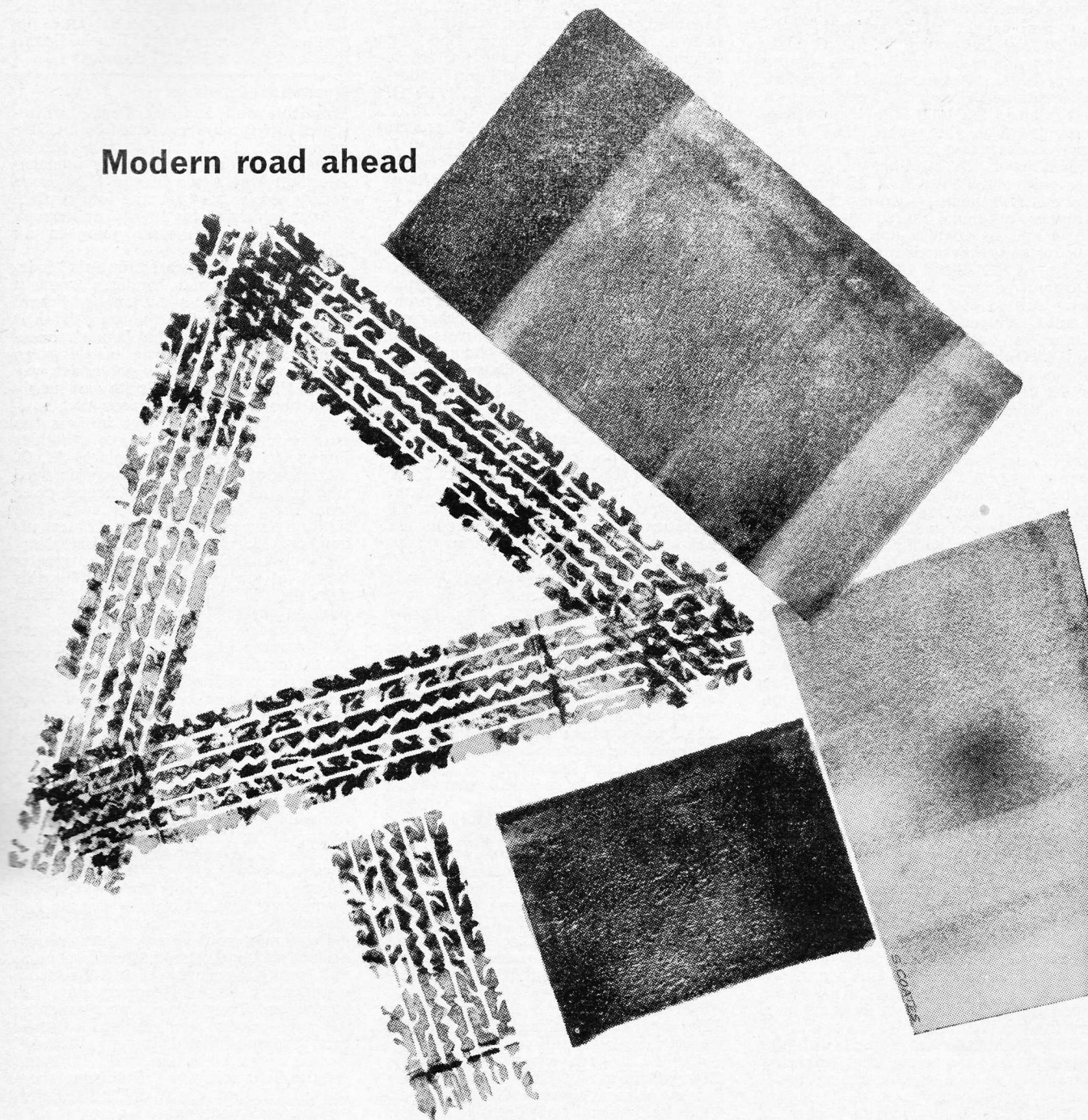
each of the three shows, are obtainable at 12s. 6d. and 5s. from S. J. N. Wright, M.A.C.I., 135 Nelson Road, Chingford, London, E.4. . . . Back to rallying again—the **Broughton-Bretton M.C.** Gold Leaf Rally takes place on 8th-9th October, and this year the event is included in the Silver Star competition for the driver-navigator award in the Association of North-Western Car Clubs. The rally is open to all member clubs of the Association and regulations are obtainable from J. P. Stone, 28 Welsh Road, Queensferry, Flint. . . . Forthcoming programme for the **Birmingham Y.C.M.C.** includes the Welford Rally on 18th September, a driving test meeting on 16th October, the restricted Midland Rally on 19th-20th November and, on 9th December, a Christmas party. Our announcement of this last may seem a little early, but then so, apparently, is the party! . . . Always a popular late-season event is the Bodiam Hill-Climb, organized as ever by the **Hastings, St. Leonards and East Sussex C.C.**, and taking place this year on 15th October. Invited clubs are B.A.R.C., Brighton & Hove M.C., Tunbridge Wells M.C., Maidstone and Mid-Kent M.C., B.R.S.C.C., Eastbourne & D.M.C., Seven-Fifty M.C., T.E.A.C., Margate & D.C.C. and London M.C. Regulations, entry forms and all the other paper with which we surround ourselves can be obtained from A. G. Bird, "High View", Battery Hill, Fairlight, Hastings, and entries close on 29th September. . . . **East Anglian M.C.'s** 11th Clacton Rally takes place on 1st-2nd October, and the four starting points are London, Colchester, Norwich and Peterborough. Invited Clubs are B.A.R.C., Forces M.C., E.C.M.C., Leicestershire C.C., King's Lynn & D.M.C., Spalding C.C., London M.C., Peterborough M.C., Sporting C.C. of Norfolk, and T.E.A.C. Rally mileage will be about 300, and entries, which close on 27th September, should go to J. D. Short, 2 West Stockwell Street, Colchester. A rather interesting note in the regs. deals with the question of fire, and states that on certain sections of the route which are Forestry Commission property smoking will be forbidden, and

Coming Attractions

- 17th September.** Peterborough M.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 1 p.m.
S.M.R.C. Race Meeting and "Autosport" Three Hours, Snetterton, near Thetford, Norfolk.
18th September. "Four Clubs" Hill-Climb, Wiscombe, near Honiton, Devon. Start, 1.30 p.m.
 "Four Clubs" Hill-Climb, Harleyford, near Marlow, Bucks.
 B.A.R.C. Hill-Climb, Brinton, near Collingbourne Ducis, Wilts. Start, 2.30 p.m.
 N.S.C.C. Race Meeting, Mallory Park, near Hinckley, Leicestershire.
 North Staffs M.C. Driving Tests, R.O.F. Factory, Synnerton, near Stone, Staffs. Start, 11 a.m.
24th September. North Staffs C.C. Race Meeting, Silverstone, near Towcester, Northants.
Oulton Park International Race Meeting (F1, F2). Oulton Park, near Tarporley, Cheshire.
25th September. Oxford M.C. Sprint Meeting, East Down Farm, Chipping Norton.
 Lances and Ches C.C. Standard Car Trial. Starts at St. Ann's Hotel, Buxton, Derbyshire.
 Cambridge 50 C.C. Driving Tests, Witchford Airfield, near Ely. Start, 1 p.m.

(Continued on page 412)

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Club News—continued

any crew caught in the act will be excluded from the results. . . . Last (I think) of the national hill-climb events for this season is the **West Essex C.C.** Stapleford competition—at least, it is certainly the last event in the 1960 Hill-Climb Championship. Date this year is 9th October, and entries close on 26th September. Secretary of the meeting, from whom regs. are obtainable, is J. Holmes, 160 Herman Hill, South Woodford, E.18. . . . Another autumnal speed event—dead leaves and, as often as not, a damp surface can sometimes make these very lively affairs—is the **Wirral 100 M.C.** sprint at Rhydymwyn, near Mold, on 15th October. Invited clubs are the B.R.S.C.C., B.A.R.C., Bugatti O.C., Liverpool M.C., Lancashire A.C., Bolton-le-Moors C.C. and Sheffield & Hallamshire M.C., and entries close on 1st October. Secretary of the event is T. Woodworth, 62 Hawthorn Road, Little Sutton, Wirral. . . . **M.G.C.C.'s** Northern Rally takes place on 30th September-1st October, with the North-East, North-West and Scottish centres sharing the organization. The event is, by the way, a B.T.R.D.A. Silver Star event, and invited clubs include B.A.R.C., Cavendish C.C., Darlington & D.M.C., Knowldale C.C., De Lacy M.C., Lanarkshire M.C. & C.C., Lanes & Cheshire C.C., Lothian C.C., Scottish Sporting C.C. and Stockport M.C. Regulations are available from A. J. Sinclair, 14 Axholme Road, Doncaster, and entries close on 24th September. . . . Down south, so to speak, is the **Maidstone & Mid-Kent M.C.** Harold Sharp rally on 8th October, for which entries close on 4th October. Invited clubs are Seven-oaks & D.M.C., Tunbridge Wells M.C., T.E.A.C., Rochester & Chatham & D.M.C., Seven-Fifty M.C., Goodwin M.C., Bexley L.C.C. and Ashford (Kent) M.C. Secretary of the rally is L. E. Davey, Harrietsham, Kent.

Snetterton Preview—continued

the Norfolk circuit and have a most impressive and representative entry both for the international Lombank Trophy race (for F1 and F2 machines) and the International Formula Junior race. The third and last race of the day will be the **AUTOSPORT Three Hours**, which provides enthusiasts with their only chance to see racing during the hours of darkness on a British circuit.

Racing will start at 3 p.m. with the Junior event and from the following entrants 28 will be selected during qualification practice today: R. A. S. Ames, P. Ellis, E. J. B. Mitchell, I. Walker, J. Hine, C. Johnson, C. W. Andrews, C.

Boden, P. Arundell, T. Taylor, J. Clark, M. Bond, J. C. Fenning, D. Dickson, J. Brown, M. McKee, S. Ouaroff and M. Niven (Lotuses); C. J. Lawrence, L. J. Fagg and R. A. V. Staples (Deep Sandersons); A. B. Rees, D. P. Baker, J. D. Lewis, D. Taylor, P. Ashdown, R. Prior and H. P. K. Dibley (Lolas); F. Gardner, J. Rhodes, H. Taylor, D. Hulme and J. Surtees (Coopers); J. W. Goodwin (Gemini); E. Fenning (Venom); I. Raby (Envoy); N. R. Hicks (Caravelle) and J. Konig (Scorpion). This must be one of the finest lists of driver-talent and machinery ever seen on a British Formula Junior starting list including, as it does, all the top names in the category. It is interesting to note that the race will probably be among the last few appearances in FJ racing of at least two drivers—Jim Clark and Henry Taylor—who may become ineligible for the class after this season by reason of their probable promotion to the list of "Grade A" drivers. From such a galaxy of talent it might be imprudent to try to forecast the winner, but it seems not improbable that he may come from the Team Lotus trio of Peter Arundell, Trevor Taylor and Jim Clark, although they may well be beaten to the chequered flag by Mike McKee, who has the finest knowledge of Snetterton of any driver currently racing.

At 3.45 p.m. the flag will drop to start the international Lombank Trophy race for Formula 1 and 2 cars. Heading the entry list are the three B.R.M.s which the Owen Racing Organization have entered for Graham Hill, Joakim Bonnier and Dan Gurney, while leading the Team Lotus cars will be Innes Ireland, supported by fellow-Scot Jim Clark and John Surtees, whose motor-cycling World Championship is complemented by great skill as a Grand Prix pilot. A constant threat to the works cars will no doubt be offered by the immaculate Yeoman Credit entered Cooper of Henry Taylor and New Zealander Dennis Hulme while Roy Salvadori's great experience and skill makes the C. T. Atkins Cooper a serious contender. The other F1 cars are David Piper's well-known Lotus, G. Richardson's Cooper-R.R.A. and Brian Naylor's J.B.W.-Maserati, which acquitted itself so well in the recent Grand Prix d'Europe. A late entrant is Tony Vandervell's new Lotus-Vanwall (Tony Brooks), which will be making its first appearance. This very light machine is powered by the 280 b.h.p. Vanwall engine.

The F2 brigade comprises Ian Raby (Hume-Cooper); Mike McKee, Tony Maggs, John Whitmore, Gordon Jones, Keith Ballisat and Jack Lewis (Coopers); Peter Ashdown (Lola); Marcus Niven,

Keith Finney and either N. R. Hicks or R. J. W. Utley (Lotuses) and the "mystery" Cooper which Ecurie Ecosse have entered for Tom Dickson.

Goodwood—continued

Woodcote and Paddock Bend, but resumed racing quite unaffected by his little excursions. I. M. Gillett, who started from scratch, in his absolutely immaculate light blue Aston Martin DB4 drove a very precise race to take fourth place—bravely driving his lovely car through saloon cars which were going in all directions!

As the field disappeared towards Madgwick in the second handicap event it was noticeable that although Michael Salmon had not left the start he had already switched on the Jaguar's headlights, shades of a taste of things to come! When he finally got under way G. A. Naylor's Austin Sprite was nearly upon him and it was obvious that however quickly Salmon went he was too harshly handicapped to make a serious impression on the first few places. M. G. Beckwith, with the Lotus, fairly dropped through the field to take second place from Fred Marriott (Sprite), having lain sixth on the second lap from a 50 seconds handicap Marriott had kept behind Naylor until the last lap when the greater power of the Lotus showed. By this time the "D" type was lying in eighth position but 40 seconds behind the leader, but the gap between Salmon and the first man was narrowed to 25.2 secs. by the finish.

For the press and commentators' race Tony Brooks and Les Leston took over the commentary and made a first class job of it. The Goodwood race commentators will have to watch out for their jobs next season if H.J.M. was listening! John Bolster was carrying on a rather two fingered conversation with Tony Brooks from the start line! This was prompted by the comments made about J.V.B.'s attire. At the start Anstice-Brown led with R. K. Bell and John Bolster all hard on his heels, but by the second lap Ron ("Steady") Barker had moved into second position.

Press men and commentators haven't a clue, as Les Leston hastened to point out from the security of the Woodcote commentary box! However, even Les Leston and Tony Brooks were awed by the way certain members pushed their cars through the chicane. "Steady" Barker crossed the line with Bell and Anstice-Brown in tow. Following these came J.V.B. but it was difficult to interpret his gesticulations!

PATRICK McNALLY.

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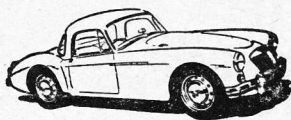
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M.G. TC, 1947, particularly good specimen in B.R.G., two owners from new, both ladies. Recent reconditioned engine, new hood, wonderful performer. Certainly one of the nicest of its type offered. Another of our hand-picked M.G.s. £275. Terms, exchanges.—Baker & Roger, Ltd., Hudson's Garage, Darnley Lane (opp. Ritz), Potters Bar, Middlesex. Potters Bar 6181 or Hatfield 3861, evenings and weekends.

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MASERATI 3,500 G.T. See Classified section.

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Classified Advertisements—continued

M.G.—continued

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M.G. TD, 1952, red, five Michelin X, h.c. pistons, balanced crank, engine overhauled 5,000 miles ago, reconditioned gearbox. £350.—Phone: HAYes 4342.

M.G. TC, 1949, red, fitted radio, four new tyres, all round good condition. £285.—Apply 485 Sipson Road, West Drayton, Middx.

M.G. TC, 1948, resprayed dark cherry, mechanically good, good tyres, very attractive car, fast and reliable. For urgent sale. £205.—LADbroke 0532.

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TD 1953, black, luggage rack, wheel trims, tonneau, immaculate. £425.—Below.

TD 1953, B.R.G., heater, twin spots, luggage rack, Michelin "X"s, tonneau. £455.—Below.

TC 1947, red and cream, new hood and side screens. This week's bargain. £225.—Forster Provse, By Pass Road, East Ham, E.6. ALBert Dock 2091.

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MORRIS MINOR (very special), fitted Ford 100E 1,172 c.c. engine, Willment o.h.v. head, twin SU carburettors, four-branch exhaust, Buckler close-ratio gears, aluminium flywheel, competition shock absorbers, fibreglass wings, laminated windscreen, heater, flashers, windscreen washers, X tyres, colour M.G. green. Condition as new. Must be fastest Minor in country. Sacrifice at only £475. Only needs seeing.—Phone: Reigate 4078, or call 20 Juniper Close, Reigate, Surrey.

SUPERCHARGED MORRIS 1000, capable of over 90 m.p.h., carefully used and immaculate throughout. Extras include: Shorrock's supercharger, high-ratio rear axle, anti-roll bars, 120 m.p.h. speedometer, oil and water temperature gauges. First registered 1958.—Apply Transport Manager, Arthur Holland, 66 Virginia Street, Southport.

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1936 4½ BENTLEY. Body by Park Ward. Excellent condition, recently re-finished in metallic blue and shell grey duo tone. New carpets. New engine. (Only 32 miles since renewed and now needs "running in.") Excellent tyres. Available at very reasonable price. Write for further details.

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COOPER-CLIMAX.

Ex-works car. Fitted as new from Climax this week 2½ engine.

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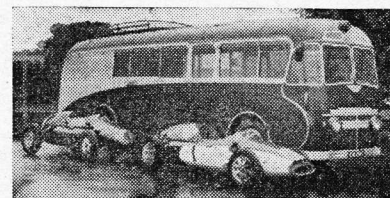
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Car No. 1.—F1 chassis, delivered in 1960 and not raced until June. Four short races only (holder of the Snetterton F2 lap record.—A. Maggs, 1 m. 40.6 s.).

Car No. 2.—F1 chassis, ex-R. C. C. Walker/Stirling Moss. Winner of Melbourne, New Zealand, Pau and Buenos Aires Grands Prix, etc.

Both cars are, at present, fitted with Climax FPF 1,500 c.c. engines, which we would consider separating.

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Hanningfield 387.

COOPER F2 twin-cam Climax engine, in immaculate condition following recent respray, fitted starter motor, long-range fuel tanks. Complete with covered trailer. £1,225.—Box 3653.

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ELVA-AUSTIN Formula Junior, April 1960, blue, very latest mods., in perfect racing condition, 72.5 b.h.p., 4.5 axle, c/r. box. Lap times, Silverstone 71 secs., Mallory 58 secs. Forced sale due to excess business commitments. Would consider road car in part exchange. £900 o.n.o. Trailer available if required.—J. R. Pearce, 61 Ashfurlong Crescent, Sutton Coldfield, Warks. Sutton 5967 home, Northern 1713 office.

FULLINGHAM-NORTON F3. Just fitted Lancefield 1/s eng., recon. c/r, g/box, new races in back axle, G.P. carb, Cooper mtng., long and short meggers. Spare g/box, cogs, sprockets, set tyres, wheel, new rev/c. Trailer. £250. Any inspection and trial to likely buyer.—Rawlinson, Mill Green Camp, Hatfield (Herts) 2264. Evenings Welwyn Garden 6117.

FORMULA JUNIOR Elva, only three months old, fully tuned B.M.C. unit. Cost £1,400, accept £795 for quick sale.—NEW Cross 3980.

FOR SALE.—Elva-Austin Formula Junior, completely modified suspension, little raced. Cheap.—Ring Ashford, Middlesex. 4947.

1956 (Regd.) COOPER-CLIMAX 1100 FWA, front engine, 2-seater sports. £350.

1956 LISTER-CLIMAX twin-cam 1500, F2, inc. disc brakes, cond. as new, spares, etc. Bargain. £1,000.

1959 (Oct.) LOTUS Elite G.T. saloon, 7,000 miles, Stage II, never raced, as new. £1,500.

1960 HUME-COOPER twin-cam, 1500, F2, ZF diff., discs, recon. engine and gearbox, perfect condition.

1957 COOPER F2 gearbox, needs attention, £50.

REGROUND Climax FPF 1,500 c.c. crankshaft, bearings, etc. £100.

BARWELL Austin A35 engine, completely mod. for F.J., used once. £200.

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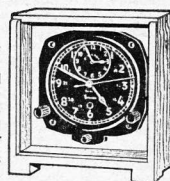
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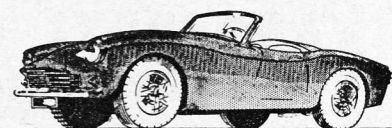
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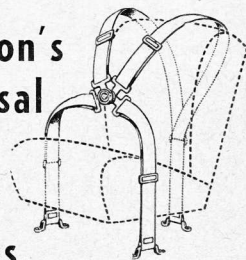
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THE second annual Inter-Club Championship Road Races, inaugurated last year by the New York Region of the Sports Car Club of America, attracted 150 entrants from 15 clubs to the Bridgehampton Race Course on 27th-28th August. The New York Region emerged victorious with 620 points. In second place, with 499 points, was Scuderia X; the M.G. Car Club was third with 475 points; and Long Island Sports Car Association (LISCA) fourth with 312 points. The event was a charitable one with proceeds going to Anthony Drexel Duke's Boys Harbour, a haven for juvenile delinquents.

There were five qualifying races on Saturday and four races on Sunday with only the production car races counting

Robert Ellis, both in Elva Couriers, came in first and second and George Haddad (M.G.A.) was third. Klay, averaging 72.6 m.p.h., was racing for Scuderia X. He won his qualifying race on Saturday as did Ellis of the Northern New Jersey Region, SCCA. Robert Sharp (Austin-Healey Sprite) won Class H at 68.9 m.p.h., and John Norwood (Fiat Abarth) averaged 63 m.p.h. to win Class G. Norwood, racing under the M.G. Car Club banner, was also a Saturday winner.

Funny straw hats from a store in nearby Southampton not only were conversation pieces but protected the wearers from the strong sun. For newcomers to the sports car world, cars were a bit hard to identify. The handsome

McKenna and Hockensmith, held a good lead over the rest of the field. The Lotus Elite was still on the move. By lap six the smart little car had reached second place in its class. Wright (Porsche) was leading Class E.

On lap seven Dominianni pulled into the pit area and the Berlinetta went into the lead. Dominianni's fine driving had been in vain. The Corvette was breaking up. It re-entered the race after losing many places, but returned to its pits several more times, ultimately finishing third in Class B. The stupendous driving of Walt Hansgen was now the talk of the race. The Lotus passed Wright and began overtaking Class D and Class C cars until midway through the 35-lap event it reached fourth place with only two Corvettes and the Ferrari ahead. The order at the halfway mark was Grossman (Ferrari), Aibel (Corvette), McKenna (Corvette), Hansgen (Lotus), Smolen (Austin-Healey), Schmidt (Jaguar), Otten (Jaguar), Kleinman (Alfa) and Hoffman (Porsche). The four class leaders were among the top 10. Dominianni's Corvette passed sounding like a bucket of rocks.

Gas stops for the 20 bonus points were frequent now. Grossman's stop was made in 12.5 secs. and he was still some 76 secs. ahead of Aibel when he returned to the course. McKenna's and Aibel's stops were not quite so quick and allowed Hansgen to reach second place. Circling the 2.85-mile course in a blistering 2 mins. 14 secs., the Lotus was building up a margin for its petrol stop. Pit manager Alfred Momo was ready for Hansgen when he pulled in; the Lotus was away again in 12 secs. flat. There were many battles within the race for class positions, but the fine steady driving of Bob Grossman and the magnificent performance of Walt Hansgen attracted most attention. Grossman won at 78.2 m.p.h. with Hansgen 56 secs. behind to take second place at 75.3 m.p.h. Aibel (Corvette) was third. In addition to class winners Grossman and Hansgen, Class D was won by Schmidt (Jaguar) at 74.7 m.p.h. and Adams (Ferrari) won Class C in 73.95 m.p.h.

RUTH SANDS BENTLEY.

All Clubs at the Bridge

Fastest was Walt Hansgen driving Briggs Cunningham's Jaguar

toward the club championship. Despite this, many modified cars were on hand. The fastest race of the week-end was Race 8 for modified cars. Making its first appearance in this country the new E-type Jaguar of Briggs Cunningham, with Walt Hansgen at the wheel, was far and away the fastest car on the course and won at 86.1 m.p.h. Second and third places were taken by Cunningham cars too, with Bob Grossman in the Lister-Jaguar and William Kimberley in the Maserati 60. Race Chairman John Meyer won Class B in the Meyer Special; Dean McCarthy, followed closely by George Arents, both in Ferraris, won Class D. Dick Thompson (Elva) was first car home in the Formula Junior category.

Club scoring was complicated with points given for the first three overall winners as well as for the three top places in each class. In every production car race, one point for each lap completed was awarded to each driver. This proved to be unfair as the majority of the entrants were from the New York Region, SCCA. Also, each driver received 20 bonus points for making a pit stop to take on a gallon of gasoline. Never were so many pit stops made as during the final race in which 41 production cars competed!

British cars had a clean sweep in Race 7, the first principal production car race of the week-end, when Herbert Klay and

new Ferrari Berlinetta of Bob Grossman carried the M.G. emblem to identify the club for which he was racing, and one of the Elva Formula Juniors sported a Ferrari flying horse on its bonnet.

Noise was deafening as the last race—for Classes B, C, D and E Production—commenced. Because there were 41 cars in the road-packed field, Henryk Szamota flagged the first three classes away; 15 secs. later John Hearst dropped the starter's flag on Class E. This was a wise decision. The 2.85-mile course has many hills and turns, and spin-outs were frequent.

Frank Dominianni (Corvette) took an immediate lead and at the lap's end was hotly pursued by Bob Grossman (Ferrari). The top 10 were Dominianni (Corvette), Grossman (Ferrari), Aibel (Corvette), McKenna (Corvette), Hockensmith (Corvette), Adams (Ferrari), Gall (Jaguar), Schmidt (Jaguar), Smolen (Austin-Healey) and Otten (Jaguar). Cutting through traffic very rapidly from a back starting position was a neat Lotus Elite with Walt Hansgen in the cockpit. Cars were already reported stuck in the sand on various turns. Grossman was pouring on steam in an attempt to catch the flying Dominianni. Both men won their qualifying races with little effort on Saturday but the competition was stronger now. By lap four they were out of sight of the third place Aibel who, with

FIVE out of the first six cars in the Liège-Rome-Liège Rally, including the first three, were fitted with Dunlop tyres. The winning Austin-Healey 3000 of Pat Moss and Ann Wisdom was on Dunlop Duraband.

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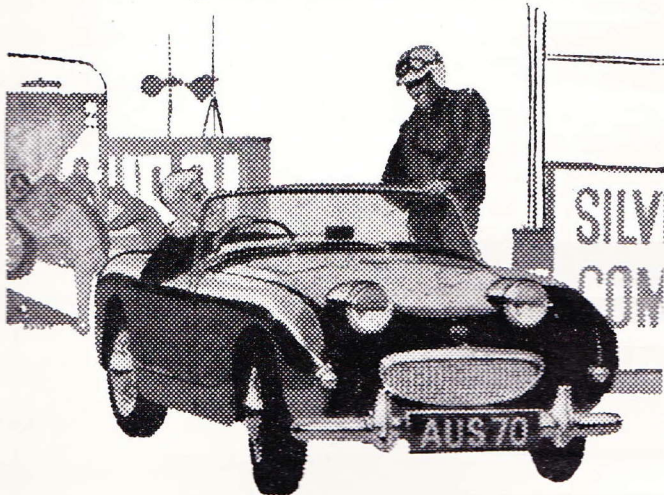
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