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# AUTOSPORT

OCTOBER 7, 1960

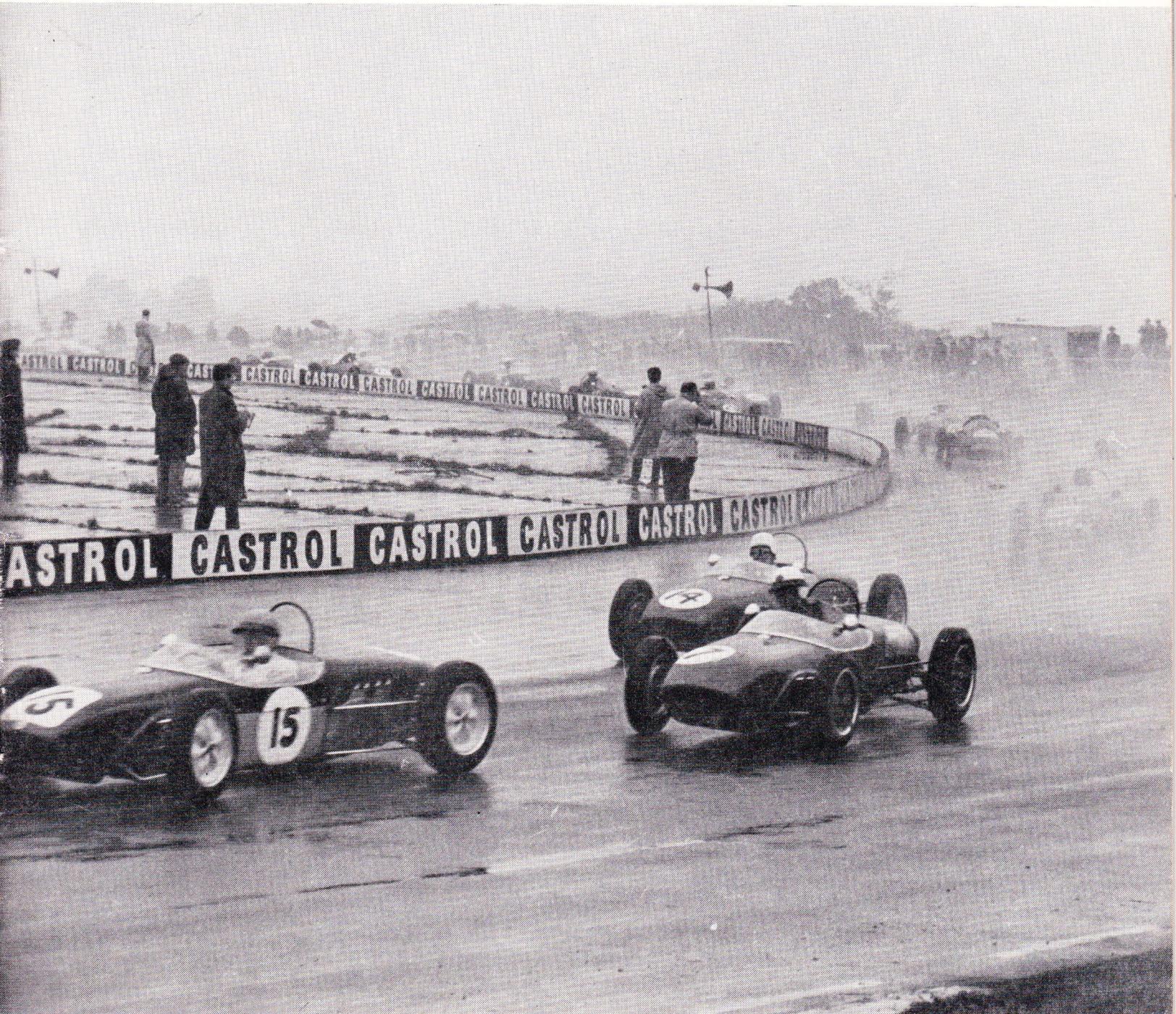
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BRITAIN'S MOTOR SPORTING WEEKLY

EVERY FRIDAY

Vol. 21 No. 15

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



## IN THIS ISSUE

THE BRITISH EMPIRE TROPHY MEETING—FULL REPORT AND PICTURES  
ROAD IMPRESSIONS OF THE "FERRARINA" : THE ANGOLA GRAND PRIX



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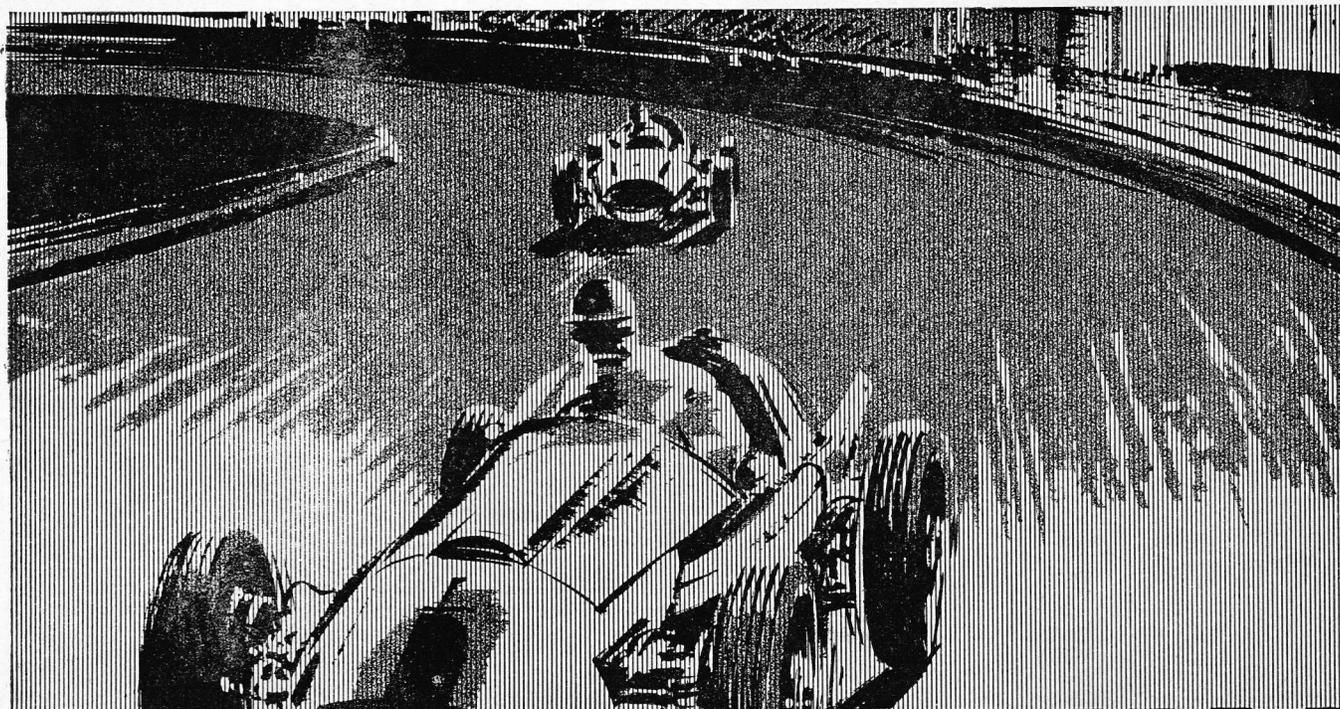


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BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 21 No. 15 October 7, 1960

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## EDITORIAL

### G.P. AND DRIVER PROBLEMS

WITH entries in next year's Grands Prix from Cooper-Climax, Lotus, B.R.M., Ferrari, Porsche and possibly Scarab, it seems likely that many promoters will adopt the qualifying system to reduce starting money costs. This raises the question of the position of the "independents", notably Yeoman Credit and the British Racing Partnership. In order to compete on equal terms with the "works" teams, they will not only have to possess comparable cars, but will require the services of drivers sufficiently skilful to achieve fast training laps on a variety of circuits. At the present time there are just not enough experienced "top-liners" to go round, which means that during the next few months there will be intensive "lobbying" of acknowledged G.P. conductors, as well as exhaustive searches for promising pilots. Great Britain possesses many "up-and-coming" racing drivers, particularly some of the Formula Junior men. Nevertheless, there is a vast difference between club-style events and full-scale Formula 1 racing, and few entrants can spend the time to train aspirants and await results. It means, therefore, that there will be a scramble to obtain the signatures of proved G.P. drivers, and that until such time as new talent emerges, there will be a definite shortage of people capable of winning *grandes épreuves*. France, Germany and Italy are woefully short of first-class drivers, and will have to look to Great Britain and the U.S.A. to form the main strength of their teams. However, although the outlook may appear bright for prospective G.P. candidates, the fact remains that they will have to prove conclusively that they are worth training, before team managers will accept responsibility for putting them in Formula 1 machinery.

### SAFETY HARNESS

WHETHER or not safety belts are an essential part of vehicle equipment is entirely a matter of personal preference. Sweden has issued official statistics which tend to prove that injuries as a result of accidents are considerably reduced when seat harness is used. In Great Britain none of the leading manufacturers provide seat harness as standard equipment, as is done by Volvo of Sweden, Citroën of France and others; belts are, of course, used by many competition drivers, particularly in rallies and in production car racing. The provision of padded facia panels and sun-vizors is an admission that safety precautions are desirable, and it would seem that the inclusion of seat harness would also be beneficial. It seems fairly certain that the makers of at least one British high-performance car will offer the equipment as standard at the coming Earls Court exhibition. Anything that will assist in reducing the frightening toll of injuries received as a result of collisions must be a step in the right direction towards even safer motoring.

### OUR COVER PICTURE

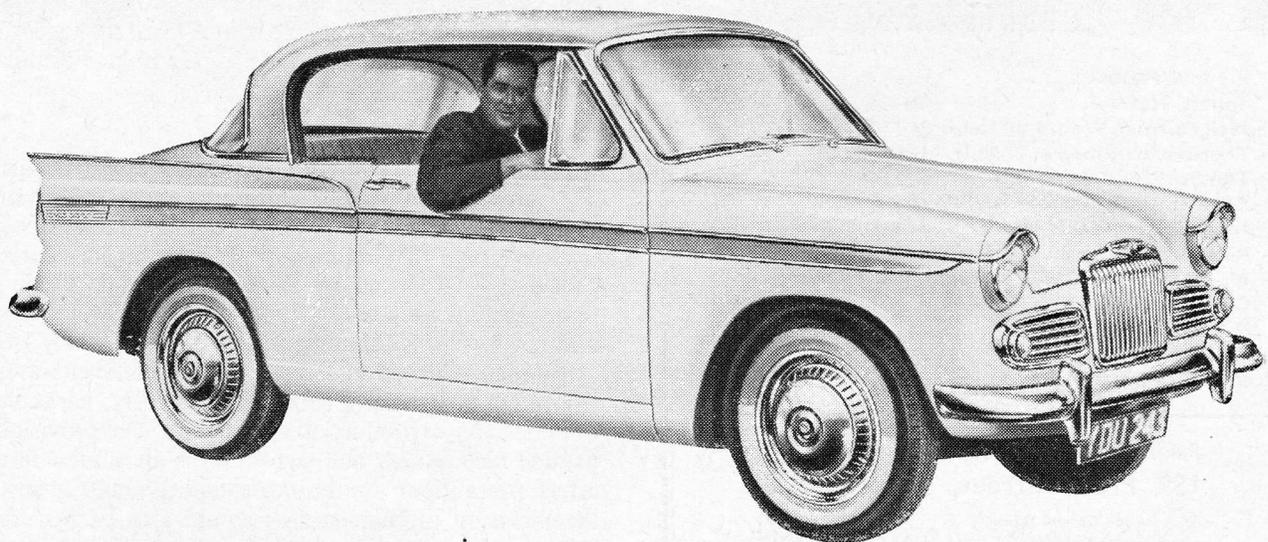
*FIRST CORNER: Immediately after the start of the 105 miles British Empire Trophy race the leaders hurtle into Cope Corner in the pouring rain. In front at this point is Trevor Taylor (15), followed by the winner, Henry Taylor (7) and Peter Arundell (14), who finished second.*

# SUNBEAM RAPIER

'IT PAYS  
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A WINNER'

SAYS **JACK BRABHAM**

WORLD CHAMPION RACING DRIVER 1959 AND 1960



'THERE'S nothing succeeds like success' says Jack Brabham. 'That's why you can have every confidence in the Rally-bred Sunbeam Rapier. I own one and it's a great car. Lively performance. Good looks. Luxurious comfort. And absolutely dependable. That terrific record of Rally achievements under the most gruelling conditions proves what a magnificent engineering job it is. A winner in every way.'

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**POWERFUL ENGINE** Lively sports car acceleration with the high compression engine developing 78 b.h.p.

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*ATTRACTIVE newcomer is the G.S.M. Delta, 105E Ford-powered and produced by G.S.M. Cars, Ltd., London Road, West Malling, Kent. A maximum speed of 100 m.p.h. is claimed, with a 0-60 m.p.h. time of 12.5 seconds and an average fuel consumption of 45 m.p.g. Body is fibreglass and the car weighs some 11 cwt.*

## PIT and PADDOCK

### DISC BRAKES FOR FORD CARS

**G**REAT news for Ford enthusiasts is the announcement that Girling disc brakes with a vacuum servo are available for the Consul, Zephyr and Zodiac. This adds only £29 15s. to the price of a new car, or one can buy a kit to convert one's own vehicle for £32.

I have recently been using a disc-braked Zephyr, and found that this new equipment greatly increases the average speed capabilities of the powerful car. In the past, brake fade has always been at the back of the driver's mind with this model, but now he can press on regardless, and fading literally cannot be produced. I was unable to find the slightest fault with these brakes, and they were so well compensated that the most sensational stops could be achieved without skidding.

The pedal pressure is light, but one has plenty of "feel" of the brakes. No sound was produced during the whole of my test, irrespective of the weather. After an extended mileage, during which the big car was driven very hard indeed, I can definitely advise Ford owners to acquire this worthwhile extra. The insurance companies must be pleased about these splendid new brakes, for they are a real contribution to road safety.

In a car such as the Zephyr, the front brakes do most of the work, owing to the nose-heavy weight distribution plus weight transfer during retardation. Accordingly, the 9½ ins. discs are fitted in front, and drum brakes at the rear, retaining the normal hand brake arrangements. Smaller cylinders are fitted to the rear brakes, thus avoiding locking under servo pressure.

The discs are concealed by dust shields, and it is necessary to remove a wheel to see any difference from a drum-braked Zephyr. The vacuum servo is neatly mounted under the bonnet. With the optional overdrive and disc brakes, I found this big family car to be a machine of almost sporting performance.

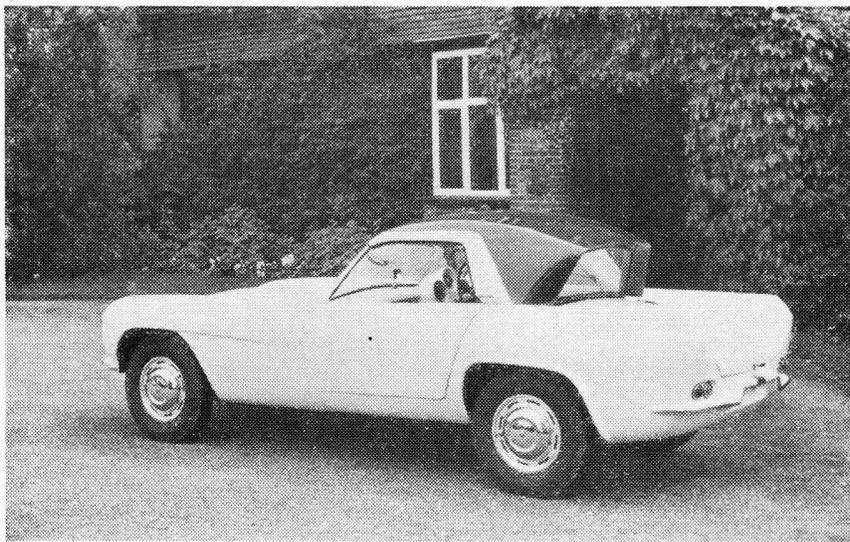
J.V.B.

**L**OLAS, in the hands of Dick Prior and Peter Ashdown, took the first two places in the Nürburgring Formula Junior race on 2nd October.

### NO GENERAL INCREASE IN DAUPHINE INSURANCE RATES

**R**ENAULT, LTD., commenting on the reports that have appeared in the British Press regarding Dauphines, of which no fewer than 1,700,000 are in use throughout the world, state that so far as insurance costs are concerned, cover with major companies at standard rates is readily procurable.

The insurance company has confirmed that there is no present intention among leading companies to alter the standard rates for Renault cars.



### HAMMERING THE FORD ANGLIAS Over 10,000 Miles at Racing Speeds on Rain-soaked Goodwood Circuit

**O**N 3rd October, three completely standard Ford Anglias completed a remarkable demonstration of speed and reliability. For seven days and seven nights on the Goodwood circuit, these little cars were literally thrashed, mainly in appalling weather conditions, with a partially flooded track. The results speak for themselves. Car No. 1, with Graham Hill as captain, covered 10,468.8 miles at an average speed of 62.34 m.p.h., with a total petrol consumption of 32.07 m.p.g. Car No. 2 (Bruce McLaren) did 10,423.2 miles at 61.89 m.p.h. and 32.71 m.p.g. Car No. 3 (Roy Salvadori) did 10,365.6 miles at 61.53 m.p.h. and 31.85 m.p.g.

Only major incident was when Salvadori's car overturned at Lavant and was ditched. Ford mechanics quickly recovered the damaged vehicle, straightened it out and it continued after about 35 minutes delay. The same car later broke a half-shaft which was replaced. The other two cars had their cylinder heads changed as a precaution.

The Michelin "X" tyres were examined and replaced when necessary every 750 miles, wear being mainly observed on the nearside front ones. In view of the tyre wear generally experienced at Goodwood, Ford's competitions men Edgie Fabrous and Geoff Uren were more than pleased with the comparatively small amount of wear.

The cars ran throughout on normal Shell petrol, and beyond topping up with Castrol oil occasionally, no other service was completed to any of the cars.

To achieve these distances on the acknowledgedly difficult Goodwood circuit is not only a tribute to the Anglias' powers of endurance, but to the quality of the nine drivers engaged for the attempt. These were: Car No. 1, Graham Hill, Cuth Harrison and Keith Ballisat. Car No. 2, Bruce McLaren, Edward Harrison and Tommy Wisdom. Car No. 3, Roy Salvadori, John Mitchell and Gordon Wilkins.

It is significant that all drivers were men with considerable experience of competitions, and that the three "captains" are well-known Grand Prix conductors. The average car user covers about 10,000 miles each year—but apart

from M.1 and Continental motoring, rarely averages over 60 m.p.h. Such a demonstration on one of the recognized "banked" circuits would not mean much, unless Fords were after International class records. To do these speeds on a road-racing circuit was of much greater value, particularly as the cars were chosen at random off the production line, and were merely run-in prior to the attempt.

Each car was fitted with a "Speedwell" electronic r.p.m.-counter, and a radio set—to relieve the monotony of continual night driving. Practically no trouble was experienced with the electrical equipment, but several wiper blades had to be replaced owing to over 80 per cent. of the attempt being carried out during one of the heaviest periods of rainfall ever experienced in October in that part of Sussex.

### THE GERMAN RALLY

**O**UTRIGHT winner of the German Rally was Gunnar Andersen (Volvo), second place being taken by Rene Trautmann (Citroën). The German Mercedes crew of Schock/Moll finished fourth. Pat Moss and Ann Wisdom (Austin-Healey) took third place in the Coupe des Dames after taking the wrong turning on a timed section.

Austin-Healey 3000s took the first three places in the over 2-litre G.T. category, first place going to David Seigle-Morris/Stuart Turner ahead of Donald Morley/Barry Hercock and Pat Moss/Ann Wisdom. Peter Riley and Tony Ambrose (M.G.A 1600) finished second in the 2-litre G.T. class, in which there were no fewer than nine Porsches, and John Sprinzel (Sprite) was second in the 1,300 c.c. G.T. class. All B.M.C. cars were penalized on the road sections.

### THE CIBIÉ CUP

**T**HE Cibié Cup for touring cars was awarded to W. J. Blydenstein (Borgward), at a champagne party held in the Rubens Hotel, on 30th September. After a bright, introductory speech by Charles Meisl, His Excellency the French Ambassador presented the trophy.

**T**HE Essex Racing Team's DB4 Aston Martins for the 1,000 Kilometres of Monthéry on 23rd October will be driven by Roy Salvadori/Innes Ireland and Jim Clark/Tony Maggs, with John Whitmore as reserve.

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**M**ileage  
 and

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*UNDER ALL CONDITIONS!*

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**WAYMASTER**

# SPORTS NEWS

## ELVA FORMULA JUNIOR CARS FOR 1961

ELVA CARS, LTD., of Sedlescombe Road North, Hastings, Sussex, have just announced their programme for the coming year.

The well-known front-engined version has modified rear suspension and a new reclining seat. This allows the transfer box to be deleted, thus reducing cost, weight and power losses. The full kit, including "bought-out" parts, has now been reduced to £895. This covers the tuning of the B.M.C. engine and magnesium wheels, which used to be "extras", and it must be regarded as a very competitive price for a racing single-seater.

The new rear-engined car, which appeared for the first time at Silverstone on Saturday, has a space frame built up of 1 in. steel tube of 16 and 18 gauge, with a stressed duralumin undertray. The suspension is independent all round, of course, with unequal length wishbones in front. Behind, there are lower wishbones, but the drive shafts form the upper links and parallel trailing arms give fore and aft location. Coil spring and damper units and anti-roll bars are found at both ends of the car, and the steering is by rack and pinion.

The brakes are Lockheed hydraulics, in 9 ins. x 1½ ins. drums, inboard mounted at the rear, with Mintex M20 linings. The Elva magnesium alloy wheels carry 4.50-15 ins. and 5.00-15 ins. Dunlop R5 D9 tyres.

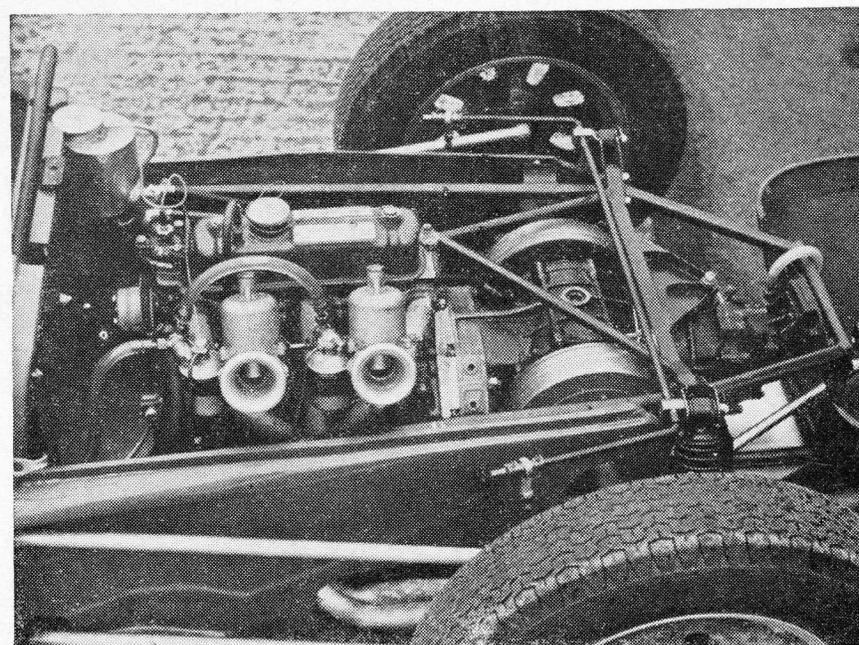
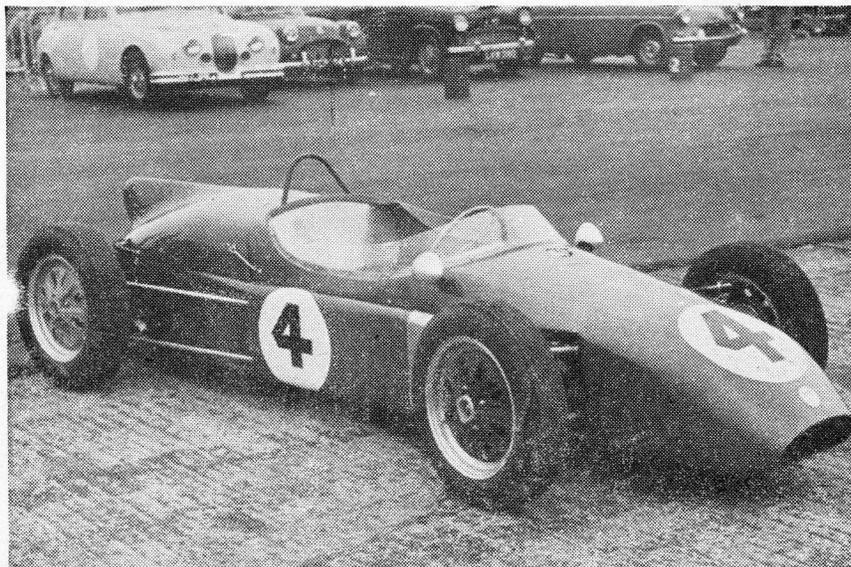
The transmission is the new Volkswagen unit, with synchromesh on all gears. The ratios are: 4th gear 4.64 or 5.02 to 1, 3rd gear 5.436 or 5.89 to 1, 2nd gear 8.497 to 1, and 1st gear 15.67 to 1. The clutch is a 7 ins. single dry-plate.

The engine is a tuned 992 c.c. B.M.C. unit giving 87 b.h.p. at 7,200 r.p.m. on a 12 to 1 compression ratio. There are two SU 1½ ins. carburettors and the fuel pump is also by SU, operated from the 12-volt starter battery. The German Auto Union engine is also available.

A reinforced plastic body is self-coloured and mounted in four sections. The rear part is arranged to hinge open for quick access to the engine. The finish is excellent and is complemented by the cadmium-plated suspension parts and the polished wood and duralumin steering wheel.

The wheelbase is 7 ft. 3 ins. and the track 4 ft. The overall length is 11 ft. 1 in. and the weight 790 lbs. with water and oil. The price of this attractive new racing car is £1,225.

*TOP: Low and business-like, the new rear-engined Elva Junior made a most successful début at Silverstone on Saturday. CENTRE: Engine is now behind the driver—where they all seem to be nowadays—and is a B.M.C. unit. Note the inboard rear drum brakes and the stout anti-roll bar. BOTTOM: Stern view of the car illustrates the curious-looking fin on the tail section, while the high standard of finish on the car is evident, even at Silverstone on a bleak day!*





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*the same superb petrol you can buy from your Local Esso Dealer*



JACK FAIRMAN WRITES ON

## THE ANGOLA GRAND PRIX

Round the Houses Circuit Makes Monaco Look Like a Kindergarten Event

THE Angola G.P. is a "round the houses" type of race. What a pity that the organizers cannot hold a full scale F1 event. Distance (5,000 miles) is rather against it, of course, but in my opinion a *Grande Epreuve* on this circuit would, in comparison, make Monaco look like a kindergarten event.

A lap of 4.6 kilometres runs along the sea-front, up a side street, and returns to the start through the shopping centre. Quite exciting for the driver and spectator: it certainly gave me my first opportunity to drive over the traffic lights in a city centre at 130 m.p.h.

Graham Whitehead had entered his 250 Ferrari for the G.T. event the day before the G.P. and he won it in great style, despite the fact that owing to some shipping bothers the Ferrari only arrived at Luanda at 9.15 on the morning of the race, which was at 2.30! We first heard of the delay (due to an unexpected change of ships at Lisbon) on arriving at Luanda on the Wednesday prior to the race. The Angola Auto Club radioed the ship to shove another shilling in the slot and pile on a bit of speed—which apparently they did, as the ship originally was not expected before 10.30 a.m.

However, the extra expense of ploughing through the water at one knot faster was rather wasted—the car was off-loaded in 10 minutes. Arthur Bisks poured in water and petrol, removed the anti-salt water masking from the carburettors, etc., etc., started the car and drove it to the dockyard gate, only to be bogged down for two hours because nobody had the correct piece of paper to release the car from the dock! However, we finally got the car to the line—back row, due to no practice—and as stated above, Graham pulled off a good win in the 115 kms. G.T. race, despite

the presence of a couple of 300SL Mercedes and a couple of equally rapid Ferraris.

In the G.P. next day (unlimited sports cars plus a handful of "selected" G.T. cars to make up the field) I was driving Whitehead's DBR/1 Aston Martin. Graham was also a starter, his grid position being determined from his best lap (incidentally a record) in the G.T. race.

Opposition was pretty intense, including two "D" Jaguars, one a 3.8 driven by Rhodesian John Love, the other more standard one piloted by Bruce Huntley. A factory entered Porsche driven by Wolfgang Seidel, another non-works (but looking and sounding precisely the same) driven by the Belgian expert Christian Goethels, a third driven by Flavio Santos and a fourth by Carlos Faustino (both of Angola), a very potent Maserati driven by Alvaro Lopes and some of the faster G.T. cars.

At the drop of the flag Love shot into the lead, followed into the first corner by yours truly in the Aston. However, at the next corner Goethels shot by me more or less sideways, which put me off my "line" sufficiently to allow Seidel to squeeze by as well, so at the end of the first lap Love was leading, followed by Goethels, Seidel, myself and the others.

Being so far from home, with only Arthur Bisks looking after two cars, it had been decided that I would take it reasonably easy for the first half of the race, let the boys blow each other up, then press on a bit and try to win. However, this was not to be. At precisely half distance, when I was lying third behind Love and Seidel—Goethels having done the inevitable and run short of highway—the Aston suffered a broken valve spring and we had to retire just as we were about to "have a go".

Anyway, Graham then carried the flag,

*FLAT OUT: Jack Fairman accelerates down the sea-front straight in the DBR/1 Aston Martin. Jack was unlucky enough to break a valve spring, and had to retire.*

and by a superb demonstration of skilful and unflurried driving he slowly but surely disposed of all the other Ferraris, Maseratis, and Mercedes-Benz, and sailed home in third place, looking only slightly overheated despite the tropical temperature. John Love drove a very polished race to finish first, about 40 secs. ahead of Seidel in the works Porsche.

The Angola club, run by the local Portuguese, put on a first-class show. Every official was extremely helpful, only too willing to listen to a little constructive criticism, and the flag marshals were the most efficient I have seen in the last few years at any circuit. One would find it difficult to make the above three observations after the majority of European races—in fact one or two "top" organizers could learn a lot by a visit to next year's G.P. of Angola. Apart from the organizers, the local Shell people really worked hard—they even built a proper filling station, complete with air compressor, etc., especially for the event. And without their help, e.g., with "rescuing" the Ferrari from the ship, supervising the local garage, etc., I doubt whether Graham and I would even have started.

A crowd of around 100,000 *paid* to watch the race, and seemed to be right on the ball in understanding what it was all about. I even got a free haircut because the barber—who didn't speak a word of English—had enjoyed watching (and hearing) a DBR/1 in full flight!

The trip down was an experience. Firstly, we flew in one hop from Brussels to Leopoldville (via Milan) in a Sabena Boeing 707. This machine annihilates distance so quickly and quietly that it takes a couple of days to realize that one is 5,000 miles or so from home. (After arrival it is easy to remember some odd "chore" that should have been done prior to leaving home, and say "Hell, I must phone up old Joe," quite forgetting that a 5,000-mile phone call will cost more than fourpence.)

Secondly, on arrival at Leopoldville we disembarked straight into a posse of "itchy fingered" Congolese soldiers, who prodded us in the tummy with Sten-guns until we could produce the correct piece of paper (a thing I was never very good at as I always lose the wretched documents).

The difference in the local coloured folk (from the Congolese) was most remarkable. After seven days' sojourn in a strange country, one is not, of course, qualified to comment on its internal politics, but it certainly seems that the Portuguese, who have "run" Angola's 400,000 square miles for over 400 years, have the answer. There is no colour bar. All the natives (and they really are black—no coffee coloured nonsense) speak Portuguese. Those who merely perform labouring jobs, and are paid accordingly, do not attempt to barge into a select hotel bar. On the other hand, those who have "got on" a bit, and who take the trouble to have a wash and shave and wear clean clothes, if only slacks and tennis shirt, do *not* get cold-shouldered if they walk into a select restaurant. And it was amusing to see white and coloured children playing "tag" round the streets.

*WINNER of the British Empire Trophy race was Henry Taylor, in the course of his first race in a Lotus Formula Junior car. He drove it immaculately to lead from start to finish.*

Austin. The two rear-engined Elvas were lying 11th and 12th, with Chuck Dietrich leading Chris Steele. Ian Walker came straight into the pits at the end of the lap to change his goggles for a visor, the stop costing him a minute. After three laps Henry was almost 10 seconds ahead of the second man, who was now Arundell, having taken Trevor Taylor on lap two. Geoff Duke was still holding fourth place, but was now having to fight off a challenge from Chris Summers, while for sixth place a close-fought battle was being waged between Rhodes, the incumbent, Hulme and Dietrich, whose Elva was showing its

# The British Empire Trophy Meeting

## Club Racing on The Grand Prix Circuit

FOR some time before the start of the 105 miles British Empire Trophy race the rain, which had been threatening for most of the cold, bleak October day, had been falling in earnest, and when the 29 Formula Junior machines came to the grid the track was soaking wet, with large pools of water dotted about all over the Grand Prix circuit. The first two rows of the grid were solidly Lotus, Chris Meek's Elva Auto Union, which had been fifth fastest in practice with 1 min. 50 secs. having retired out on the circuit in the course of the warming-up lap. In pole position was Peter Arundell, in one of the Team Lotus entries, having lapped in practice in 1 min. 47.6 secs.; next to him was teammate Trevor Taylor, with 1 min. 47.8 secs. Then came Henry Taylor, in Ken Tyrrell's new car which Henry was about to drive for the first time, apart from his practice laps during which he had recorded 1 min. 48 secs. Fourth car on the front row was Cliff Johnson's Lotus, while the second row, Meek having non-started, comprised Ian Walker and Mike McKee, both on Lotuses. On the third row were Proctor's Lotus, Duke's rear-engined Gemini, Chris Steele in the first of the new rear-engined Elvas, making their first appearance, and Dennis Hulme's Cooper.

At the drop of the flag almost every car paused as the rear wheels spun frantically in the wet: then they were away—out of sight by the time they reached the *Motor* bridge in a cloud of spray. At Stowe it was already Henry Taylor—who, by the way, had never driven the car in the wet before—leading by a long way from Trevor Taylor, Peter Arundell, Cliff Johnson, Geoff Duke, Proctor and Rhodes. At the end of the first lap Henry's lead was something like six seconds—a fantastic demonstration of fast driving in the wet. Behind him came Trevor Taylor, Arundell, Duke, Proctor, Chris Summers (Lotus), John Rhodes (Cooper), Dennis Hulme and Dennis Taylor, in the Speedwell Lola-

BY MARTYN WATKINS

AND

PATRICK McNALLY

Photography by George Phillips

### STARTING GRID

Johnson (Lotus) 1 m. 49.2 s.	H. Taylor (Lotus) 1 m. 48 s.	T. Taylor (Lotus) 1 m. 47.8 s.	Arundell (Lotus) 1 m. 47.6 s.
McKee (Lotus) 1 m. 50.4 s.		Walker (Lotus) 1 m. 50.2 s.	
Hulme (Cooper) 1 m. 52.0 s.	Steele (Elva) 1 m. 51.6 s.	Duke (Gemini) 1 m. 51.4 s.	Proctor (Lotus) 1 m. 50.8 s.
Summers (Lotus) 1 m. 53.4 s.	D. Taylor (Lola) 1 m. 53.0 s.	Rhodes (Cooper) 1 m. 52.8 s.	
Woodley (Cooper) 1 m. 57.8 s.	Bloor (Lotus) 1 m. 56.4 s.	Dibley (Lola) 1 m. 55.2 s.	Hicks (Caravelle) 1 m. 53.4 s.
Brown (Lotus) 1 m. 59.0 s.	Bond (Lotus) 1 m. 59.0 s.	Mallock (U.2) 1 m. 58.0 s.	
Rickman (Cooper) 2 m. 0 s.	Boden (Lotus) 1 m. 59.6 s.	Gibbs (Lotus) 1 m. 59.2 s.	Gaston (Cooper) 1 m. 59.2 s.
Dietrich (Elva) 2 m. 02.0 s.	Andrews (Lotus) 2 m. 01.6 s.	Staples (Deep-Sanderson) 2 m. 01.0 s.	
Baker (Lola)		Thorburn (Condor) 2 m. 14.8 s.	

paces thoroughly. Hugh Dibley's Lola called at the pits to refasten the bonnet, losing a minute in the process.

On lap seven, with Henry Taylor some 12 seconds ahead of Arundell, the sixth place battle began to resolve itself, Rhodes dropping to eighth place, Hulme moving up to sixth spot and Chuck Dietrich taking seventh position. Chris Summers got past Geoff Duke to take fourth place and began to close up on Trevor Taylor, in third place. For two laps the fight went on, only to come to a sudden halt when, on lap nine, Summers lost it at Woodcote, struck the barrier and returned to the pits, there to retire with damaged front suspension.

This incident let Geoff Duke back into fourth place, and now he began the chase of Trevor Taylor, beginning to go tremendously fast and taking the Team Lotus man on lap 10. Brown brought his Lotus into the pits to check his front suspension after an incident out on the circuit.

Duke's tenure of third place was short-lived. Entering Maggotts Curve at enormous speed the car took charge, and the rear-engined Gemini spun for a good 120 yards at Maggotts before finishing



*ABOUT TO SPIN at Stowe Corner is Arthur Mallock's remarkable U2, just ahead of Bob Hicks (Caravelle) in a shot which illustrates the appalling conditions.*

**WHOOOPS!** Chris Summers (No. 16) manages to control his Lotus during a spot of sideways motoring at Copse. Behind him is Peter Proctor, also Lotus-mounted.

up off the course. The ex-motor cycle champion retired then and there, hitching a lift back to the pits and out of the still-teeming rain. Meanwhile the pits had had another customer—Bloor, whose Lotus came in for a plug change and losing four minutes.

At 12 laps the race average was 80.48 m.p.h., with Henry Taylor 12 seconds ahead of Peter Arundell. Third was still Trevor Taylor, but Chuck Dietrich's rear-engined Elva was less than a second behind him, and well ahead of fifth man Dennis Hulme. Sixth was John Rhodes, ahead of Dennis Taylor, Mike McKee, Ian Walker, Bob Hicks (Caravelle), Chris Andrews (Lotus) and Dave Rickman (Cooper).

There were no changes in the order of the leaders until lap 13, when Chuck Dietrich saw his chance and slipped past Trevor Taylor to take third place. Peter Proctor spun off at Abbey Curve, limping back to the pits and retiring with steering trouble, while Brown brought his Lotus back again, this time to check the steering of the car. Boden's Lotus developed engine trouble, and made a three-minute pit stop. On lap 18 Len Gibbs went off the road, damaging the front suspension of his Lotus and having to retire. Mike McKee's Lotus began to develop clutch trouble, and stopped at the pits.

On lap 22 Dennis Taylor suddenly began to come into the picture, moving up two places very quickly to take fifth position from Hulme and Rhodes.

After 24 laps—roughly two-thirds distance—the leader, Henry Taylor, led the race by 18 seconds at an average speed of 80.27 m.p.h., lapping with tremendous consistency and far out-classing the field. Second was Peter Arundell, with the comfortable margin of about 20 seconds over Chuck Dietrich, third. Fourth was Trevor Taylor, ahead of Dennis Taylor, Hulme, Ian Walker, Rickman, Hicks, Andrews, McKee and Chris Steele.

After 27 laps, however, the efforts of Dennis Taylor came to an end when he lost his fan belt, and the car overheated so much as to cause him to retire. Bob Staples spent six minutes at the pits for

petrol, oil and overheating troubles as well, while Arthur Mallock's amazing little U.2-Ford, which had been going like a train in the course of a dice with Brown's Lotus, Bloor's Lola and Paddy Gaston, in the Cooper entered by Bob Gerard (who was unable to drive), suddenly developed engine trouble, and retired at Chapel Curve.

This left the order of the first six as Henry Taylor, Arundell, Dietrich, Trevor Taylor, Hulme and Rhodes, and this remained until the end despite strong efforts by Arundell to catch the leader. During the last few laps, with the rain now mercifully stopped but still on a very wet track, Bloor spun off and retired at Club Corner, while Paddy Gaston retired Gerard's Cooper with no oil pressure.

Final placings of the field were Henry Taylor, Peter Arundell, both on Lotuses, Dietrich (Elva), Trevor Taylor (Lotus), Hulme (Cooper), Rhodes (Cooper), Ian Walker (Lotus), Rickman (Cooper), Andrews (Lotus), McKee (Lotus), Hicks (Caravelle), Steele (Elva), Bond (Lotus), Johnson (Lotus), Woodley (Cooper), Dibley (Lola), Mackay (Cooper), Brown (Lotus), Baker (Lola), Staples (Deep Sanderson) and Boden (Lotus). Henry Taylor set the fastest lap, in the early stages of the race when the rain was at its heaviest, with a tour in 2 mins. 4 secs., a speed of 84.97 m.p.h. It was undoubtedly *his* race—not only did he

lead from start to finish, not only did he far outclass the field: his progress throughout was calm and unhurried.

**British Empire Trophy:** 1, H. Taylor (Lotus-Ford), 80.78 m.p.h.; 2, P. Arundell (Lotus-Ford); 3, C. Dietrich (Elva-Austin); 4, T. Taylor (Lotus-Ford); 5, D. Hulme (Cooper-Austin); 6, J. Rhodes (Cooper-Austin).

**Fastest Lap:** H. Taylor, 84.97 m.p.h.

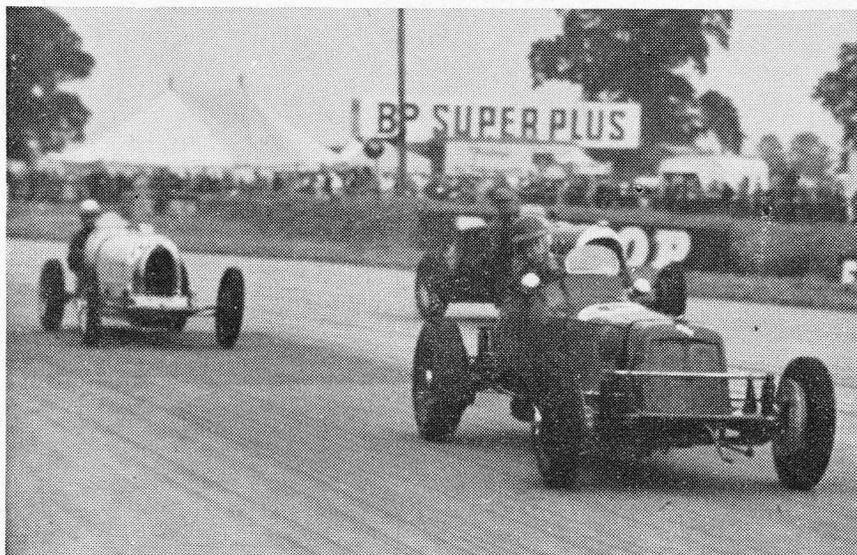
**SPORTS CAR RACE**

**B**RIAN NAYLOR in the J.B.W.-Cooper-Ferrari made a terrific start and was already 50 yards ahead of Michael Salmon in the D-type and John Bekaert in the Lister-Jaguar as they entered Copse Corner. By the second lap, however, Bruce Halford driving Diggory's DBR2 Aston Martin had displaced both Michael Salmon and John Bekaert and was right up behind Brian Naylor—the gap between them closing on every tour. By the fourth lap Bruce Halford, who had been alongside Naylor at both Club and Stowe Corners, managed to squeeze ahead—and as they came past the pits Bruce held a slender lead over the Cooper-Ferrari.

Meanwhile, Alan Rees (Lola) led the small car class from Geoff Breakell (Lotus); John Woolfe who had made an excellent start and had been lying first in his class and eighth overall after the first lap had tried rather too hard and had arrived at Copse much too fast on the sixth lap. The blue Lola went straight on and was extensively damaged, having ploughed along the protective banking for some distance—luckily John appeared to be completely unhurt.

Bill Aston, who was driving the other DBR2, was taken at Copse by Jimmy Blumer in the 2-litre Cooper Monaco, who had moved up from the rear row of the grid (no official practice times) and was challenging John Bekaert for third spot. Fortune was against Jimmy for after having moved up through the field so splendidly he had to retire after six laps when his clutch packed up. Bill Aston also had to retire with a broken gearbox, having only completed four laps.

Shane Summers came into the pits on lap six with failing oil pressure. Later he had to retire with no pressure at all. A. G. Main sheered a steering box bolt on the H.W.M.-Jaguar and Roy Pier-



**HISTORIC RACING CARS:** J. V. Skirrow's E.R.A. leads R. Bergel's Bugatti and George Burton (Bentley) at Woodcote.

*FAST AND FURIOUS* raged the saloon car battle between the Sunbeam Rapier of Peter Harper (21) and Mike Parkes (22) and Les Leston's Volvo. Here the trio romps through Becketts.

the two leading cars—W. A. Powell in the Universal Gearbox 3.4, and Sir Gawaine Baillie in his 3.8. Some of the small cars got involved in a mix up at Copse when F. S. Hamlin (Mini-Minor) spun into M. Cave's A35 and D. P. Mirfield (Ford Anglia) had to take avoiding action.

Powell was in the lead when we saw them after the first lap with Gawaine Baillie hard on his heels, the grey A40 dogging the pair of them. Alan Hutcheson led the up to 1,600 c.c. from Les Leston's Volvo and it was apparent that as usual there was going to be a battle royal waged for victory in this class. Lap three saw Gawaine Baillie's 3.8 alongside Powell's 3.4 as they came into Woodcote; and as they flashed past the grandstands and under the bridge Gawaine's car was in front. Gawaine pulled out a substantial lead over Powell's car, which was taken at Stowe for second place on the next lap by Dennis Taylor in P. Berry's 3.8.

Meanwhile, Andrew Hedges, driving the Scuderia light blue A40 (which retired later suffering overheating problems) was firmly in second place from Doc Shepherd—Stephen Minoprio, also in an A40 lay third in the class.

Peter Harper (Sunbeam Rapier), who set up a new record of 2 mins. 8.6 secs., momentarily led his class when he shot through on the inside at Copse—as they went into Maggotts the order was Peter Harper, Les Leston, Mike Parkes and Alan Hutcheson, with no more than a few feet between any of them. However, Alan retook the lot at Stowe, using the extraordinary road-holding of the 1.5 to the full. As they came down into Woodcote all four were abreast, but the Ecurie Midge Riley was first past the pits.

Meanwhile, the larger cars were circulating steadily, Gawaine still holding a respectable lead over Dennis Taylor and Doc Shepherd, who made a new lap record of 2 mins. 4 secs. on lap 10. The only person able to go through Stowe as quickly as Doc was John Aley,



point also had to retire due to a loose differential housing.

Bruce's DBR2 had appeared to be pulling out a greater lead over the Ferrari-engined car, but the seventh lap saw the positions reversed again; Brian having found some more steam from somewhere, and now he had a couple of seconds lead over Bruce Halford, who had been held up by back markers. J. Russell (2-litre Lotus), who had been chasing Bekaert, took him at Stowe Corner but John drove brilliantly to recapture third spot, only to be taken again on Abbey Curve. The positions after 10 laps were: Naylor led, 7 secs. ahead of Halford, who was quite a way in front of Russell and Bekaert; behind these came Michael Salmon, Doug Graham, George Pitt, Alan Rees, Geoff Breakell, Keith Francis and Keith Greene. Doug Graham (Lotus 2-litre) had made a bad start but despite this had moved up into fifth spot, having been in about 16th position on the third lap.

The battle which raged between Rees and Breakell continued unabated and they were changing places on nearly every bend. The fury of the encounter had brought them up on to the tail of seventh man George Pitt, who opened up the taps a little too much and spun off—rejoining the race having lost two places. Geoff led the small cars for one lap but Alan took him on the inside at Copse—only to be taken in the same manner by his adversary at Stowe two laps later. John Bekaert recovered third spot from J. Russell on the 16th tour and held it until Doug Graham took it on the 21st lap.

A certain amount of smoke was coming from Brian Naylor's car and the exhaust note was certainly not as crisp as 20 laps earlier—however, this seemed to make little difference to Naylor who was lapping at a consistent 1 min. 51 secs. and was now nearly 13 secs. ahead of Bruce Halford, who in his turn was about half a minute ahead of the rest of the field. Ian Baillie (DBR1) had a great beat up with the Lotus VII of John Derisley, which having followed throughout the race eventually took him. Lap 20 saw Doug Graham take Michael Salmon for fifth place, but only a few yards separated Bekaert, Russell, Salmon

and Graham. Both Keith Greene and Keith Francis were chasing Geoff Breakell and Alan Rees, who led their class—as in the duels in the larger class only yards separated these cars.

By now it was obvious that Halford wouldn't be able to catch Naylor unless something very unexpected happened, despite Bruce's closing up at approximately 1 sec. a lap. Doug Graham took Bekaert with only four laps to be completed; and try as he might Bekaert couldn't catch him. Brian Naylor finished 16 secs. ahead of Bruce Halford, who was followed over the line by Doug Graham, who very nearly overdid things as he crossed the line.

**Sports Car Race:** 1, B. Naylor (Cooper-Ferrari), 93.22 m.p.h.; 2, B. Halford (Aston Martin); 3, D. Graham (Lotus).

**Class Awards: Up to 1,500 c.c.:** 1, A. Rees (Lola); 2, G. Breakell (Lotus); 3, K. Greene (Gilby-Climax). **Over 1,500 c.c. and up to 3,000 c.c.:** 1, B. Naylor (Cooper-Ferrari); 2, D. Graham (Lotus); 3, J. Russell (Lotus). **Over 3,000 c.c.:** 1, B. Halford (Aston Martin); 2, J. Bekaert (Lister-Jaguar); 3, M. Salmon (Jaguar).

#### SALOON CAR EVENT

THE fantastic acceleration of Doc Shepherd's A40, even to those of us who are used to it, was surprising—for after the start of the saloon car race he beat even the Jaguars into Copse Corner. As the pack went down towards Club Corner the grey A40 split



ONE, TWO: Brian Naylor, eventual winner of the sports car race, leads Bruce Halford through Copse. Bruce finished second, easily winning his class.

*GREATEST FUN of the day was the manner in which Jon Derisley's Ford-engined Lotus Seven harried—and ultimately passed—Ian Baillie's 3-litre Aston Martin DBR1. Coming up behind is Brian Naylor.*

who took his Mini through in a most spectacular manner.

The fight between the Riley, Volvo and the Sunbeams was in full swing and on the fifth lap Alan Hutcheson, Leston and Peter Harper all went into Stowe together—Les Leston forced Alan to take an impossible line and the blue 1.5 spun right off. The Volvo now led from Peter Harper and Mike Parkes—several hundred yards behind them was Alan Hutcheson who had rejoined the race. Stephen Minoprio after a few excursions and several near gyrations retired at Becketts Corner.

Michael Parkes took the lead from Les Leston as they went through Maggots and managed to pull out a lead of about 50 yards over the rest of the class, but he couldn't hold Leston and when they came through Woodcote the Volvo was in front again. Harper's car, which had been going so well, sounded a little off song but despite this he still held third place in his class from Alan Hutcheson.

Dennis Taylor, having held second place from Gawaine Baillie with such consistency, started to narrow Gawaine's lead and by the 10th lap was just a couple of seconds behind. On the last lap he had closed up right behind Baillie and was within a few yards of him as they took the chequered flag. Doc Shepherd, driving well within his car's limits, took third place overall and, of course, won his class. The duel for premier position in the 1,600 c.c. class continued unabated. Michael Parkes drove brilliantly, holding slides beautifully as he went through Stowe and Club. As they came past the finish Parkes tried to take the Volvo on the inside at Woodcote but just failed by a few yards to win the class. Harper, whose car sounded healthier again, finished third.

Mike Cave just managed to pip John Aley for second place behind Doc Shepherd by 1.2 secs. in the up to 1,000 c.c. class.

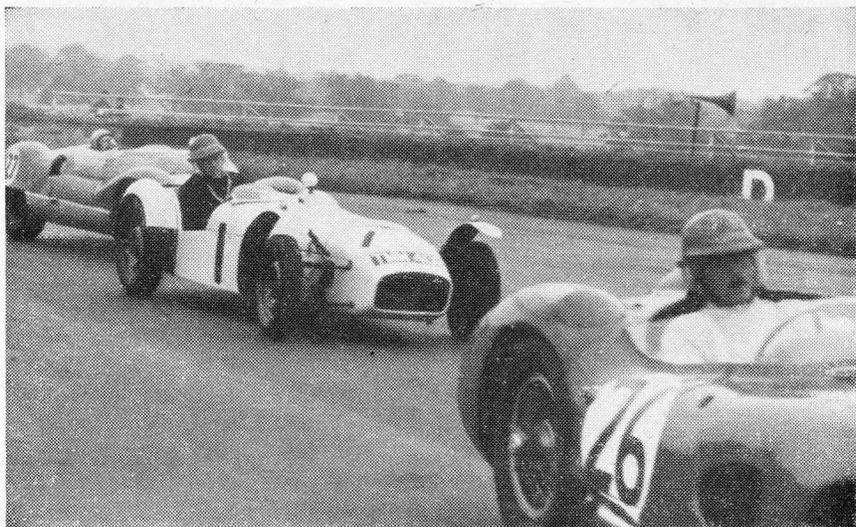
**Production Touring Car Race:** 1, Sir G. Baillie (Jaguar), 84.20 m.p.h.; 2, D. Taylor (Jaguar); 3, G. C. Shepherd (Austin).

**Class Awards: Up to 1,000 c.c.:** 1, G. Shepherd (Austin); 2, M. Cave (Austin); 3, J. Aley (Morris). **Over 1,000 and up to 1,600 c.c.:** 1, L. Leston (Volvo); 2, M. Parkes (Sunbeam); 3, P. Harper (Sunbeam). **Over 3,000 c.c.:** 1, Sir G. Baillie (Jaguar); 2, D. Taylor (Jaguar); 3, B. Aston (Jaguar).

**Record Laps: From 750 c.c. to 1,000 c.c.:** G. C. Shepherd (Austin), 84.98 m.p.h. **From 1,300 c.c. to 1,600 c.c.:** P. Harper (Sunbeam), 81.94 m.p.h.

### THE HISTORIC RACING CAR EVENT

A 12-LAPPER for historic racing cars, which preceded the British Empire Trophy race, provided one of the most stirring spectacles to be seen on the Silverstone Grand Prix circuit in many a long day. The grid was like an illustration from a racing history book, with a Maserati, a Bugatti, an E.R.A. and a Bentley sharing the front row. On the second row were two Bugattis and an E.R.A., while row three comprised two E.R.A.s and a Bentley, the Derby-Maserati failing to appear. The sight and the sound of these cars, and the rest of the pre-war giants, as they accelerated



away in tight formation will live long in the memory.

Practice for this event had been carried out in the wet, and some of the faster cars were farther back than seemed reasonable. At the end of the first lap Dudley Gahagan's E.R.A. led the field by a considerable margin, with Chapman's E.R.A. in second place ahead of Clifford's Alta, Brown's E.R.A., which came straight to the pits to retire with a broken piston, Day's E.R.A. and Bradley's Bentley. Sid Day, one of those who had been rather unhappy during practice, had started from the third row—by no means his usual form—and was now working through the field in grand style. Waller's E.R.A. stopped out at the back of the circuit and the driver began to work on the engine.

At the end of two laps Day was in third place, while the lead had been taken by Chapman's E.R.A., with Gahagan second. Fourth was the Alta of H. S. Clifford, holding off a challenge from Bradley's 3/4½ Bentley.

On lap three Day took second place, and Gahagan dropped back behind Clifford for fourth place, the engine of his smart red E.R.A. sounding a little rough. Mudd's Alfa Romeo slowed right down at Stowe, creeping slowly round, and on the next lap Hale's Bugatti went off the road at Becketts, rejoining the race without mishap. Peter Waller came round to the pits, the engine of his E.R.A. sounding very rough indeed, and continued to work on the machine.

Sid Day began to close right up on Chapman, in the lead, and on lap five passed him and pulled out a two-second advantage, the order now being Day, Chapman, Clifford and Gahagan. With a clear road in front of him Sid began to press on in fine style, and after seven laps was no fewer than eight seconds ahead, thereafter continuing to gain at the rate of about four seconds a lap, and thoroughly enjoying himself.

Dudley Gahagan's engine now began to sound really off-colour, but nevertheless its driver began to close up on Clifford, really harrying the Alta and taking third place on lap 11. Rain was falling hard after about eight laps, but historic racing car conductors are polished performers, and the treacherous surface caused no mishaps and only slight reductions in lap times.

Sid Day romped home the winner, 16 seconds ahead of Chapman at an average

speed of 79.57 m.p.h. Third was Dudley Gahagan, just one second ahead of Clifford's Alta. Fastest lap was set by Day, who went round on his fourth lap in 2 mins. 3.8 secs., a speed of 85.12 m.p.h. and, incidentally, over two seconds faster than any other competitor's fastest tour!

1, S. Day (E.R.A.), 79.57 m.p.h.; 2, G. Chapman (E.R.A.); 3, D. Gahagan (E.R.A.).  
**Fastest Lap:** Day, 85.12 m.p.h.

### THE GRAND TOURING CAR RACE

Two things distinguished the Grand Touring car race which followed the trophy race and closed the programme. One was the relentless pursuit of the leader by Graham Warner, in his very fast Lotus Elite, and the other developed from an incident at the start.

At the drop of the flag the field of nearly 30 cars leapt off the line—all except Peter Harper's works-entered Sunbeam Alpine, which stalled on the line and was shunted, albeit very gently, by Roy Bloxam's Lotus Elite. Harper coasted to the pits and rejoined the race about half a lap in arrears.

At Stowe Gibson's 3.8 Jaguar XK 120, with disc brakes and enormous performance, led the field, second place being held by Graham Warner, ahead of Stoop's Porsche, Parkes (Elite), Summers (Elite), Allen (Elite) and Staples (Morgan), the latter easily leading his class.

Round they came to Woodcote at the end of the first lap, and it was still Gibson in front, leading Warner, Stoop, Parkes and Summers. First in the 3-litre class now, however, was Simon Hill's Warwick, and of Bob Staples there was no sign. The 1,000 c.c. category was being led by Paddy Gaston, in 11th place overall, while last, but by no means a bad last, was Peter Harper, having already caught up the tail of the field after his late start. After a lengthy gap Staples came coasting silently into the pits with a con-rod through the block of the Morgan, thus eliminating what was easily the fastest car in its class.

After two laps the order of the leaders had undergone a radical change: Gibson still led the field, lapping in around 2 mins. 11 secs. on a still wet track, but in second place now was Stoop, with Parkes third, Summers fourth and Graham Warner fifth. On lap three,

(Continued on page 500)

*WET, VERY WET! Torrential rain several times made conditions extremely unpleasant. Here an A.C. Ace-Bristol storms a hill in the course of an absolute downpour.*

At the Nürburgring the news that Andre Simon, in his Ferrari 250 GT, had crashed on Mont Ventoux promised an easier passage for the two Belgian drivers in their Ferrari but Mairesse beat Gendebien and obtained a 1½ km. advantage. Gawaine Baillie, driving the 3.8 Jaguar to good effect at the Nürburgring, snatched the lead from Consten (who had rigged his battery to operate inside the car owing to a dynamo failure) when the latter was forced to stop for a few seconds when the battery fell over. Baillie then continued at a steady speed, and made the fastest lap, but only managed to take back 1/10 km. from the deficit.

The race at Spa followed a Sunday night's rest and the circuit was crowded with spectators. Both Belgian drivers were determined, as a point of honour, to win and for two hours a wheel to wheel battle ensued between them, Mairesse emerging the eventual winner by less than 10 yards from Gendebien. Consten led from the start in his Jaguar but decided, albeit unnecessarily, to stop for oil at three-quarter distance, enabling Gawaine Baillie to gain a 1½-minute lead, so putting the English team into second place and within striking distance of the Consten Jaguar. Incidentally, Baillie's slow start was attributed to his endeavours to fasten his seat straps after a Le Mans-type start; this type of start being used on five of the seven circuits.

Following this advantage to the British team, Peter Jopp, with his knowledge of Montlhéry, menaced the French Jaguar throughout the 1½-hour race in spite of this circuit being Consten's home ground (he lives in Paris), and was able to take the lead three laps from the end and achieve fastest lap, breaking Da Silva Ramos's touring car record by seven

## The Rally For Racing Drivers

### The Ninth Tour de France

BY PETER JOPP

IN both the Grand Touring and Touring categories of the 9th Tour de France, which started on 15th September in Nice and finished eight days later in Biarritz, continual battles were expected between the Ferraris of Olivier Gendebien and Lucien Bianchi, who had won the three previous Tours outright, and who were great favourites at the start, and the tenacious Willy Mairesse and Georges Berger who were determined to prove themselves in spite of the experience of the rival countrymen. To do this it was decided to use a smaller wheel and tyre size than Gendebien for the road section and change for the circuits. The organizers, in the layout of the regulations, objected to this, but Mairesse took his appeal to the C.S.I. and was granted the right to change the sizes in view of the homologation of the Ferraris of this type. Gendebien had declared at the start that he would run on Dunlop Racing tyres throughout the Tour but Mairesse changed from Pirelli Centura on the roads to Dunlop Racing on the circuits. This seemed to give him a slightly lower axle ratio and a decided advantage on the hills and by the time the Nürburgring, the first circuit, was reached he had an advantage of 9 kms.

In the Touring category the brilliant Bernard Consten, with his great knowledge of the hills in this area, was leading the category after the climbs of the Col de Braus, Rousset and Mont Ventoux, and the 3.8 Jaguar of Sir Gawaine Baillie and Peter Jopp was in sixth position, 8 kms. behind, at this stage. This distance was worked out on a special formula in order to bring the difference of time on the circuits and

hill-climbs to an identical marking, and Consten, seeing the advantage he had gained with his knowledge of the area on Ventoux, relied on the climbs to keep him ahead of the other Jaguars. The first night had torrential rain and fog in the French Alps, but the road section was later to become much easier than in previous years. However, with the duress of the hill-climbs and length of the races, it was essential for all cars to be serviced regularly during the road sections which had to be covered at the usual rally average of 60 k.p.h.



**JAGUARS ONE, TWO, THREE:** At the start of the race at Montlhéry the three Jaguars lead the field with the Consten car (78) ahead of Peter Jopp (79) and Jose Behra (80). Peter Jopp, incidentally, knocked several seconds off the touring car lap record.

*WINNER of the Index of Performance in the Touring Category was the little BMW 700 of Metternich/Hohenlohe which rapidly achieved a comfortable lead over the 583 c.c. NSU Prinz.*

seconds. The Gendebien Ferrari led from the start of this race but ran out of fuel and coasted to the pits where it was replenished by co-driver Bianchi, allowing Mairesse to win the race in spite of a first lap stop.

In the Touring category the threat from Jose Behra and Claude Lego, both drivers in factory-prepared 3.8 Jaguars, had been lessened to some degree by a slipping clutch on the Behra car, which was later repaired, and an accident to the Lego car during the fog on the first night. However, the Alfa Romeo TIs of Henri Oreiller and Jose Rosinski were a constant menace to the leading Jaguars but Rosinski had the misfortune, after the race at Spa, of having his foot crushed by a Renault Dauphine through unfortunate negligence on the part of the Renault driver, leaving his co-driver Patrick Vanson to take the wheel at Montlhéry where, in spite of his lack of knowledge of the circuit, he only allowed Oreiller to obtain a 50-metre advantage.

At the picturesque Rouen circuit the following day, in view of the narrow track, the two categories were combined with the races in three parts, the slower cars in both categories taking part in the first race. The last and most exciting race was for the fastest cars in the G.T. and Touring categories and although the race was held in pouring rain Gendebien regained 2 kms. from the Mairesse car while the Buchet/Walter Porsche, with a beautiful Abarth body, beat the other Ferraris on this difficult circuit. It seemed that Gawaine Baillie's knowledge of the Jaguar car, combined with Dunlop Racing tyres in the rain, gave him an advantage over Consten as he brilliantly secured a 1½-minute lead by the end of the one-hour race finishing ahead of the French-entered Aston Martin DB4 GT. This brought the English team to a really threatening position and Consten was



heard to remark that he hoped it did not rain at any of the other circuits!

Up to this time the Index of Performance, which always favours the smaller cars, was being led in the Grand Touring category by the Bartholomi/de Saint Auban D.B. Panhard HBR/4 but Mairesse through his brilliant hill-climbs managed to achieve third position in spite of the fact that his Ferrari was a 2,953 c.c. car as opposed to the Panhard's 695 c.c. In the Touring category the Metternich/Hohenlohe BMW 700 had a comfortable lead after the circuits although in the earlier stages the NSU Prinz, a 583 c.c. car, was in a threatening position. The Jaguars were never able to achieve higher than 14th and 15th position in the Index owing to their capacity of 3,781 c.c.

Le Mans proved to be a turning point for both categories. The Gendebien Ferrari retired early in the race with a collapsed piston said to be caused by the use of a weakened mixture in an effort

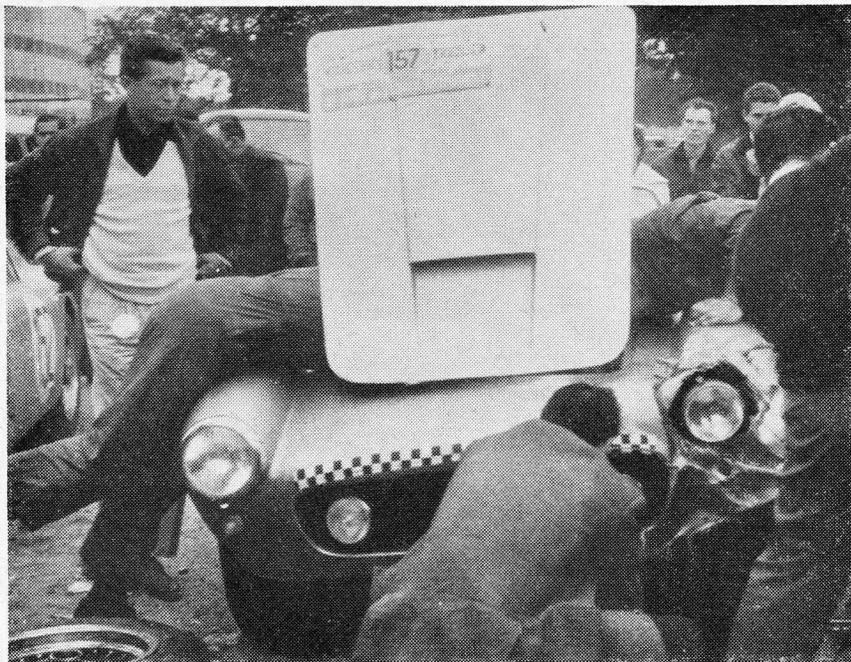
to complete the race without a stop for fuel. After this Pierre Loustel, Jo Schlessler's co-driver, led the race for some time, continuing to drive faster and faster in spite of Ferrari team manager Tavoni's and Schlessler's efforts to slow him down. Ferrari mechanics worked frantically in the *parc fermé* to change the piston and so enable Gendebien to continue and with Bianchi's help this miracle was achieved in 2¼ hours. In the Touring category Peter Jopp had a two-hour wheel to wheel battle with Bernard Consten, the English driver eventually leading only to run out of fuel at Whitehouse Corner on the last lap, which necessitated his coasting to the pits, but still managing to finish within 50 yards of Consten.

After making fastest climb of the Puy Mary, with the Jopp/Baillie Jaguar second, Consten, in order to comply with the regulations, allowed his co-driver Jack Renel to climb the Puy de Dome, this being the shortest climb and the one therefore where he could have the least loss of marks. However, the British car finished 15 seconds ahead of him with the Rosinski/Vanson Alfa and the Behra Jaguar also ahead of the Consten car. On the latter climb it was a surprise to see Schlessler make fastest G.T. climb of the day although he arrived at the top in a very dangerous manner, nearly writing off himself and several cars in the *parc fermé* in the process.

At Clermont Ferrand Mairesse easily won the one-hour race and was secure in first position as long as nothing happened to the Ferrari on the road. This must have been a source of some anxiety to him as the car had already suffered from two road and one circuit accidents which left no body panel without severe damage. Bernard Consten had driven his Jaguar in a previous six-hour race at the Auvergne circuit so led from the start, setting up fastest lap on the second lap of the circuit. However, as soon as Gawaine Baillie settled down he began



*PRESSING ON: The brilliant Bernard Consten thrusts his Jaguar over a timed section, already leading the rally which he was eventually to win by a narrow margin from the Jopp/Baillie Jaguar.*



*CRUMPLED FERRARI is that of Willi Mairesse, which, after two road accidents and one on a circuit, had suffered so many dents that scarcely a single panel remained undamaged.*

to regain at two seconds a lap until by the halfway stage he had reduced the deficit from 35 to 20 seconds which he retained till the drop of the flag.

At this point the Oreiller Alfa Romeo had to retire with a badly damaged crankshaft and big ends and there was

talk of sabotage in the *parc fermé* as sand had been found in the sump on examination. This left Rosinski and Vanson in a comfortable third position which they retained till the end. After the night in the Pyrenees and the climbs of Le Tourmalet and L'Aubisque Consten

held a secure lead which nothing short of a mechanical failure could alter. A similar state of affairs existed with Mairesse who was well ahead of Schlesser with Tavano, hill-climb champion of France, in third position. At Pau Consten knew that he would have to be lapped several times to lose his lead but the British team were determined to win if possible and the final one-hour race proved to be a most exciting one for the crowd when Peter Jopp beat his French rival by five yards after the two cars had passed and repassed throughout the race. This gave the Jopp/Baillie car a total of five wins out of the seven circuits.

Annie Soisbault and Michele Cancre, with their Porsche Carrera, were the only remaining ladies crew left in either category after Pau and so were the obvious winners of the Coupe des Dames.

All that then remained was the nerve-racking 125 kms. to Biarritz which was covered uneventfully and both categories proved to have a larger proportion of finishers than in the four previous years. Perhaps this will mean that the 1961 Tour de France will be made tougher but certainly it will always be the event which offers the greatest scope for versatility in cars and drivers.

#### British Empire Trophy—continued

however, Warner was back in third place, closing up on Stoop's Porsche, still in second place but some 12 seconds behind Gibson's massive Jaguar. On lap four Warner took second place, while Mike Parkes dropped back to let Chris Summers up into fourth place, where he began to pursue Stoop.

Now there began a long stern chase of the leader. Graham Warner, driving really well, began to set out in earnest to catch the leading Jaguar, while Gibson, his pit alive to the danger, was by no means hanging about waiting. After five laps the gap was down to 9½ seconds: lap six saw a little over three seconds chopped off that, leaving Gibson with a six-second lead and Warner with six laps in which to wipe it off the slate. After seven laps it was down to four seconds, and after eight only three seconds separated the two cars.

Meanwhile, a fairly furious battle for supremacy in the 1,000 c.c. class was going on between Paddy Gaston's Sprite and Mac MacKenzie's Turner. Both cars were about evenly matched, but the Turner was more appropriately shod for wet weather racing than the Sprite, and gained on the corners what the Sprite gained on the straights. All came to an end, however, when Gaston's Sprite threw a rod, to leave MacKenzie securely in the lead in the class from Bob Gerard's Turner.

Back in the ruck of the field, too, Peter Harper was giving a stupendous display of masterly driving, making up ground hand over fist after his disastrous start and gaining roughly two places per lap. After eight laps had been completed he held 14th place, having already disposed in summary fashion of a number of Elites, Bridger's M.G.A. (one of the very fast Dick Jacobs's cars), Ted Lund's

1,762 c.c. Le Mans M.G. and so on. On lap 10 he took Alan Foster, in the other Dick Jacobs's car, and on the last lap moved into 12th place after passing Dangerfield's TR.

Graham Warner's task, it seems, was a little too great for the time he had in which to achieve it, and he had to be content with a well-merited second place, just six-tenths of a second behind Gibson. Third place was taken on the last lap by Mike Parkes, just managing to nip past Chris Summers. Stoop finished fifth.

#### Results

1, R. A. Gibson (Jaguar), 26 m, 25.4 s., 79.76 m.p.h.; 2, G. Warner (Elite); 3, M. J. Parkes (Elite). Up to 1,000 c.c.: K. MacKenzie (Turner). 1,000-1,600 c.c.: G. Warner (Elite). 1,600-3,000 c.c.: C. D. Hextall (Triumph). Over 3,000 c.c.: R. A. Gibson (Jaguar).

#### FOUR CLUBS HARLEYFORD HILL-CLIMB

##### Association of Central Southern Motor Clubs' Championship

THE attractive riverside grounds of Harleyford Manor, fortunately bathed in sunlight, provided a most welcome venue for the Association's Hill-Climb Championship recently. This was the third time the event has been run at Harleyford promoted jointly by the Chiltern, Oxford and Southsea Motor Clubs and the Singer Owners' Club.

The honours for B.T.D. were centred around the four cars in the sports-racing class, the Lotus XIs of J. Morley and R. Kinch, M. Crabtree's Lotus VI, and last year's winner J. Edwards (Lotus VII). However, practice times indicated that J. Barnes (Turner), J. Munger (M.G.A.), B. Abbis (XK 120) and R. Rye (TR3A) could provide a challenge to the Lotuses.

Reviewing the performances of these faster cars first, at the conclusion of the first official runs, Edwards (Lotus VII) led with a time of 24.43 secs., Morley

(Lotus XI) was his nearest rival 0.30 sec. slower, then came Barnes (Turner) in 26.03 secs., and Munger (M.G.A.) with 26.10 secs. The second runs changed these positions, however, when Morley improved his time to record 23.46 secs. for B.T.D. Edwards, unable to better his first run of 24.43 secs. was the runner-up, taking the class win.

In the same way as Piper figured prominently in the Class A placings, Blydenstein's Borgward took first and third places in Class B for saloons over 1,200 c.c. Bill Blydenstein's winning time was 26.53 secs., sandwiched in second place was B. Blackburn (Porsche) with 27.26 secs., then came the Borgward again with 28.73 secs., this time driven by J. Winter.

In Class D for open cars up to 1,100 c.c. J. Barnes (Turner) set a remarkable standard when he recorded 25.93 secs., 3 secs. faster than the second man P. Cole (Sprite). Third place was taken by P. Hewitt's Fairthorpe Electron with 29.10 secs.

Munger's M.G.A. Twin-Cam led the field in the 1,100-1,600 c.c. class by recording 26.10 secs. R. Knight's beautifully restored H.R.G. 1500 sounded in good form and ran well to put up second fastest in this class with 27.36 secs., beating J. Grocock (M.G.A.) by only 0.04 sec.

In the over 1,600 c.c. class the Jaguar XK 120 of B. Abbis came to the line with body damage sustained in his second practice run during the morning, but he made no mistakes on the official runs and set up the best time for the class in 26.36 secs. However, he had to hold off a strong challenge from Rye's TR3A and Aikman's Healey 100, who recorded 26.63 secs. and 26.83 secs. respectively.

PETER BROWNING.

FERRARI was always a synonym for very exclusive cars owned by a small number of people in the world. Cars with very powerful V12 engines and beautiful bodies, cars of a very sporting character and high performance. There was no idea that Ferrari would ever pay attention to small cars. So it was really a big surprise when the Commendatore at his traditional Press conference at the end of the season in December, 1959, introduced to the journalists a small engine of 849 c.c. with four cylinders in line. Later on it was known that Ferrari developed this engine for a small car, which would be built by another Italian manufacturer. Then it turned out that



*TINY but purposeful-looking the "Ferrarina" coachwork is by Pininfarina. Disc brakes and overdrive on third and top gears are features of this latest remarkable product of Maranello. The 850 c.c. engine produces 75 b.h.p. at 6,800 r.p.m.*

## ROAD IMPRESSIONS OF THE LITTLE FERRARI

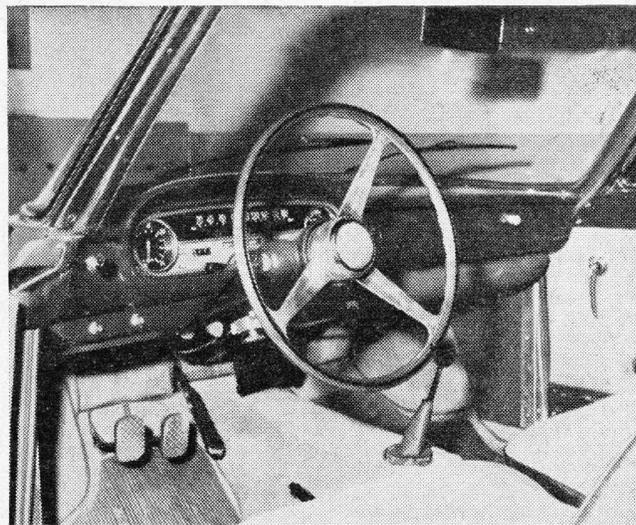
**An 850 c.c. 100 m.p.h. Grand Tourer**

Ferrari himself developed this small car at his 300-man factory at Maranello near Modena. During a visit at Modena and Maranello in August we had a chance to drive the little Ferrari, which is called the "Ferrarina".

The Ferrarina is a Gran Turismo car with a coupé body designed and built by Pininfarina, powered by the same engine which Ferrari showed for the first time during the 1959 Press conference. This engine has a bore of 65 mm. and a stroke of 64 mm., giving a capacity of 849 c.c. It has a Solex down-draught carburettor and develops 75 b.h.p. at 6,800 r.p.m. and a compression ratio of 9:1. The independent front suspension is by wishbones and coil springs and at the rear there is a rigid axle with two semi-elliptic leaf-springs on each side and telescopic shock absorbers on each wheel. Despite this simple arrangement, road-holding of the car is excellent. Steering is very direct with almost neutral steering characteristics showing a little tendency to oversteer. Driving characteristics are similar to a first-class sports car, with a very low side-tilt angle during cornering and a high lateral sway stability. Directional stability is excellent on washboard roads at any speed and despite the short wheelbase of 2,200 mm., riding comfort is better than on much bigger cars and the springing is really satisfactory.

The seat of the driver is in the correct position for fast driving and the shape of the seat is such a one that you really have a good contact with the car during cornering. The gear-shift lever is situated, as on the big Ferraris, perfectly for a car of sporty character: on top of the gearbox tunnel in front and on the

*ROOMY interior and typically perfect layout of controls are common to Ferraris, large and small. BELOW is a three-quarters rear view of this enviable vehicle.*



right side of the driver's seat. The car is, of course, left-hand drive. Gearbox is four-speed, synchronized and with Laycock-de-Normanville overdrive for third and fourth gear. From 0 to 140 km./h. is achieved in about 30 seconds, but from 140 to top speed of 160 km./h. (100 m.p.h.) it takes a little more time as the torque curve is very flat at higher r.p.m. In third gear the little engine provides fantastic acceleration and is sufficiently flexible in third gear to permit speeds from about 20 m.p.h. up to 110 km./h. and more (68 to 69 m.p.h.). Biggest surprise on the Ferrarina is the servo-assisted Dunlop disc brakes. Here Ferrari shows what you really can do despite 13-in. wheels. These brakes are better than on many sports cars with "big names", and they allow extremely fast driving on any road and even in Italian traffic. Braking requires light pedal pressure and at 140 km./h. we took

our hands off from the steering wheel and braked very hard without any effect on the directional stability of the car. Heavy pressures on the brake pedal are not required, and very high cruising speeds are possible with this car in great comfort, despite the size of the Ferrarina.

The body has plenty of room inside with 1,320 mm. maximum internal width by a track of 1,280 mm. Maximum height of the car is 1,287 mm. The doors are high and wide so that you can easily get in and out without being an artist. There are two single seats in front with plenty of room in the rear for children. There is also room for luggage in a trunk at the rear. The engine is not very noisy for its performance, but there is surely a higher noise level than in a bigger car, but not more than in a car of the same size, and with less performance. Visibility is excellent with a big rear window. Fuel consumption is of the order of 20 m.p.g.

It is to be hoped that Ferrari will be able to find a manufacturer who can produce a series of more than 3,000 cars a year, then he will be able to produce it for a reasonable price. Ferrari has shown us, with his little car, that he can not only build excellent cars with V12 engines and large displacement, but also that he is capable of entering the small car field with a remarkable machine.

GÜNTHER MOLTER.



*BEAUTIFULLY MADE: The most elaborate interior furnishing, which even excels previous models, makes the S2 Bentley a most desirable motor car.*



JOHN BOLSTER TESTS

## The Bentley S2

THE Rolls-Royce and Bentley cars have for many years been propelled by six-cylinder engines. As the vehicles have grown larger and heavier, with more and more equipment for the comfort of the passengers, the engines have been "stretched" in successive stages to keep up with increasing demands. At five litres, it was decided that the "six" had been developed to the limit, and a new V8 of 6,230 c.c. took its place last year.

If the well-tried design features of the older engine were retained, it was calculated that the big new unit would be so heavy that the roadholding must be adversely affected, not to mention the performance. Accordingly, the V8 was constructed with an aluminium cylinder block, and the triumphant engineers were even able to save weight over the smaller unit. As this engine is "over-square", it was considered advisable to abandon the inlet-over-exhaust valve arrangement and to revert to pushrod-operated valves in the light alloy heads, with more compact combustion chambers.

The new engine is not designed for ultimate power output, but very great pains have been taken to get the last ounce of torque out of it in the middle ranges. This is vitally important because a car with an automatic gearbox tends to seem fussy if the characteristics of the engine are such as to demand frequent changes of gear. The new unit has been specifically designed to suit the automatic transmission which is standard on this car.

The fully counterbalanced chrome molybdenum steel crankshaft runs in five copper-lead-indium lined steel shells. It drives the camshaft by helical gears and the hydraulic tappets eliminate valve adjustment. The valve seats are of austenitic steel in the aluminium heads, and the induction system is fed by twin SU carburettors with an automatic choke for cold starting.

The air cleaner and silencer is normally

*AUTOMATIC gearbox combined with power steering and servo assisted brakes make driving this large saloon a very pleasant task.*

held down by a wing nut, but it can be quickly attached to a wire which depends from the bonnet. Then, opening the bonnet lifts the air silencer, but it remains connected to the carburettors by its rubber tube. This provision is necessary because it upsets the carburation to remove the silencer, and so one cannot disconnect it when setting the slow running or carrying out other tuning. The exhaust system has three straight-through acoustic-type silencers, each one tuned to a different frequency range.

An automatic gearbox gives four speeds, and is driven through a fluid coupling. It has a "kick-down" change on the accelerator, but one can also change down with the hand lever. The open propeller shaft is divided, with a floating centre bearing, and the rear axle is of hypoid type with a ratio of 3.08:1.

The braking system is very elaborate. In the first place, the pedal supplies part of the rear braking effort directly by mechanical means, and also applies the gearbox-driven servo. This puts on the front brakes hydraulically and also gives

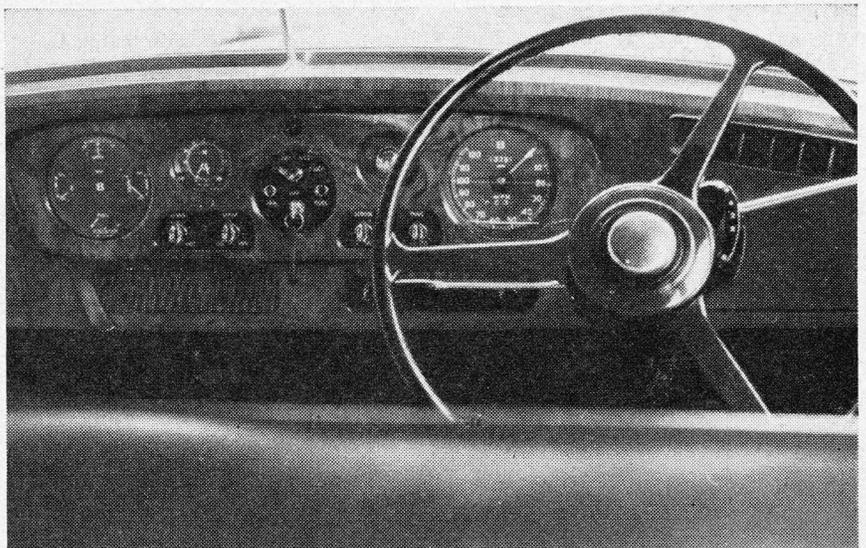
a part of the rear braking effort, but both front and rear hydraulic systems are entirely separate with their own master cylinders. Thus, 30 per cent. of the rear braking effort comes from the pedal and 70 per cent. from the servo, while the servo also actuates the front brakes on a separate circuit. It is therefore utterly impossible for a total brake failure to take place, even ignoring the independent hook-up for the hand brake.

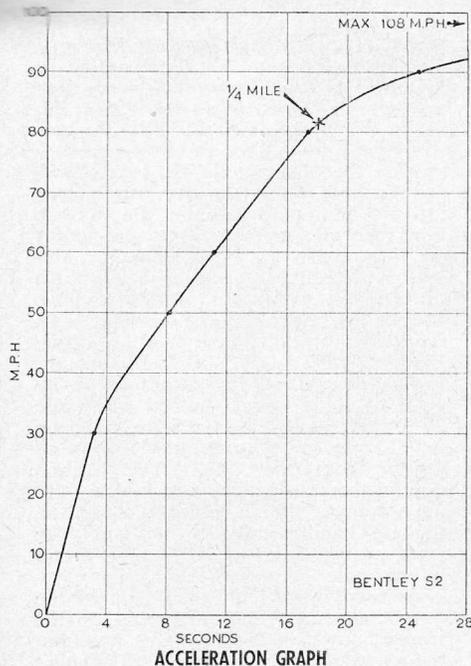
The chassis frame is of box section with cruciform bracing. The independent front suspension is by helical springs and wishbones with hydraulic dampers, reinforced by a torsional anti-roll bar. The steering box is of cam and roller type with built-in hydraulic power assistance. The rear axle is on semi-elliptic springs, the hydraulic dampers having a two-position electrical control. There is a radius arm to resist the rear axle torque, and bolt-on wheels carry 8.20-15 ins. tyres.

The steel body is completely insulated from the chassis by rubber. It is beautifully made and the interior furnishing is most elaborate. The sheer quality of the interior finish is hard to put into words—one can only say that it excels that of previous Rolls-Royce and Bentley cars. The very high seat backs give luxurious comfort to the passengers, and there are picnic tables, vanity mirrors, and all the refinements that one expects in this type of motor carriage. The electrically operated windows may be controlled from each individual door switch or by a set of four controls on the driver's door.

The heating and ventilation system is most comprehensive. There are independent recirculatory and fresh-air systems, controlled from knobs on the dashboard. It is worth studying the instruction book before attempting to use the heating system, but once the idea is mastered it is possible to regulate the temperature effectively throughout the car. Refrigeration may be ordered as an extra.

I covered some fairly long journeys on the S2, which I was able to compare with similar runs on the six-cylinder models. As is usual with aluminium engines, it is not quite so silent when



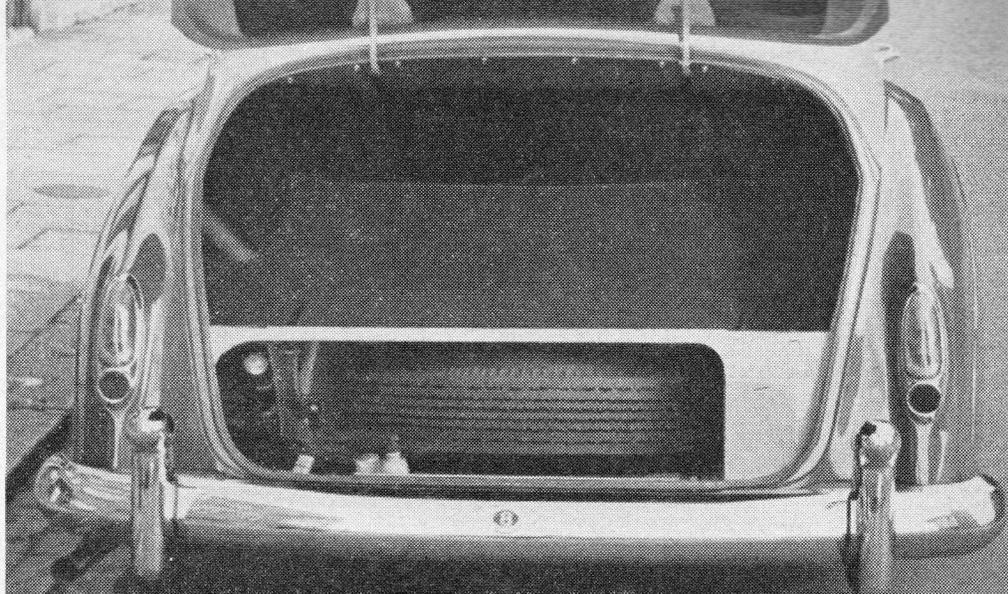


ACCELERATION GRAPH

idling as the earlier cast-iron "six". This, however, is only really noticeable from outside the car. Once on the move, the enormous power in the medium ranges makes itself felt. The great car is wonderfully responsive to the accelerator, and after a check it gets back into its stride in a rapid, effortless manner.

Much less gear changing is required than before. The automatic box seems to have been improved in smoothness, too, and one scarcely feels the changes as they go through. The bigger engine certainly pays dividends in providing acceleration which is amazingly rapid yet almost imperceptible.

It is in this respect that the new Bentley excels all other cars. It travels really fast with absolutely no sign of hurry, and the most nervous passenger gains little impression that rapid motoring is in progress. Even a timid driver will cruise at 90 m.p.h., for the car makes it all so easy, and those servo brakes are waiting to "kill" the speed in a few yards. The power-assisted steering is so good that at first I thought that it had not been fitted to my test car! It



AMPLE luggage space as well as an accessible spare wheel and cleverly placed tool compartments (to the left of the spare wheel with lined box above) are among the things automatically provided on a car of the quality of the Bentley.

is literally imperceptible to the driver, but it just gives him that little assistance which makes a big car as easy to drive and park as a little one. Some cars with power-assisted steering have no normal "feel" and are consequently almost dangerous at high speed. During fast driving, the Bentley driver is able to "feel" the road, exactly as with any good car without power assistance.

On fast roads, the effortless accelera-

tion and smooth, silent cruising are a real joy. Naturally, the sheer size of the car prevents it being hurried through thick traffic, and it cannot be cornered in the same way as a lighter machine. Yet, this large carriage is surprisingly controllable, and its very rapid acceleration to some extent permits one to ignore its overall dimensions.

The ultimate maximum speed of the new model is not spectacularly greater

**SPECIFICATION AND PERFORMANCE DATA**

**Car Tested:** Bentley S2 saloon. Price, £5,944 including P.T.

**Engine:** V8 cylinders with light alloy block and heads. Pushrod-operated overhead valves. Compression ratio 8 to 1. Twin SU carburettors. Coil ignition.

**Transmission:** Fluid flywheel and four-speed automatic gearbox, ratios 3.08, 4.46, 8.10 and 11.75 to 1. Open divided propeller shaft with floating centre bearing. Hypoid rear axle.

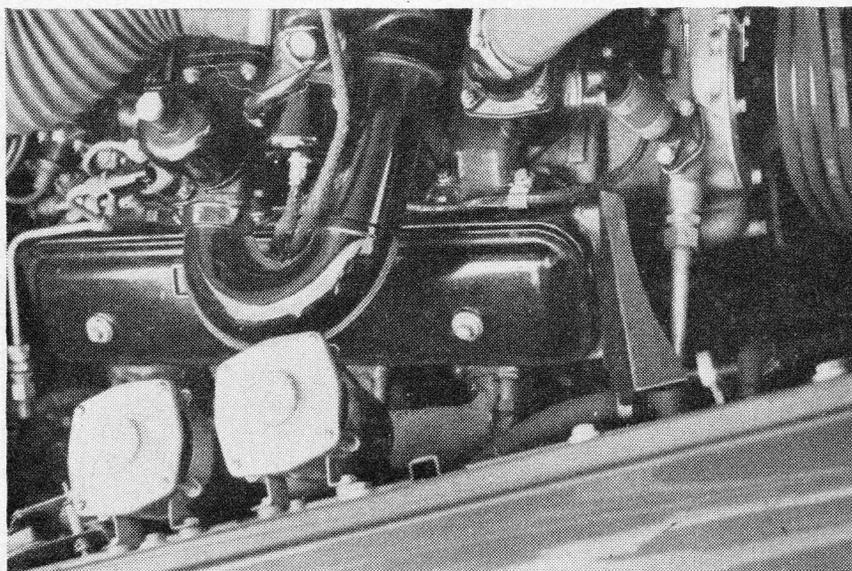
**Equipment:** Twelve-volt lighting and starting. Speedometer. Fuel gauge with reserve warning light combined with oil level gauge. Oil pressure gauge. Ammeter. Coolant thermometer. Electric clock. Radio. Heating and demisting. Electric door over petrol filler cap. Two-speed windscreen wipers and washers. Cigar lighters. Flashing indicators. Extra: Electric window raising mechanism.

**Chassis:** Box-section chassis frame with cruciform bracing. Independent front suspension by helical springs, wishbones, and anti-roll torsion bar. Cam and roller steering gear with hydraulic power assistance from engine-driven pump. Rear axle on semi-elliptic springs. Hydraulic dampers all round with electric ride control at rear. Hydraulic drum-type brakes with gearbox-driven servo and reserve mechanical linkage to pedal. 8.20-15 ins. tyres on bolt-on disc wheels.

**Dimensions:** Wheelbase, 10 ft. 3 ins. Track (front), 4 ft. 10 1/2 ins.; (rear) 5 ft. Overall length, 17 ft. 7 1/2 ins. Width, 6 ft. 2 1/2 ins. Turning circle, 41 ft. 8 ins. Weight, 2 tons 1 1/2 cwt.

**Performance:** Maximum speed, 108 m.p.h. Standing quarter-mile, 18 secs. Acceleration: 0-30 m.p.h., 3.2 secs.; 0-50 m.p.h., 8.2 secs.; 0-60 m.p.h., 11.2 secs.; 0-80 m.p.h., 17.4 secs.

**Fuel Consumption:** 10-12 m.p.g.

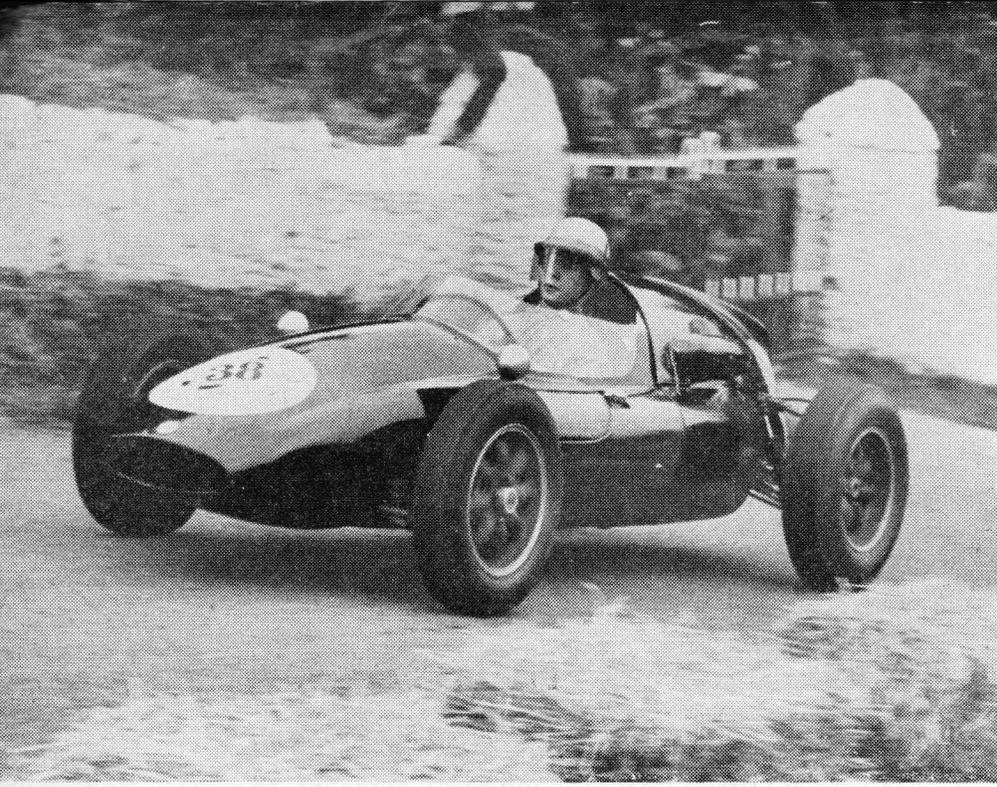


than that of its predecessor. Big luxury cars are now expected to be capable of 100 m.p.h., but the margin by which they can exceed it is not of much importance. Curiously enough, the speedometer of the test car tended to read fast to a greater extent than one would perhaps expect.

The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well being that only the best British craftsmanship can give. The V8 engine, with its flashing acceleration, certainly contributes to this result, and is a definite step forward in Rolls-Royce technique. If its thirst for petrol is decidedly heavier than that of its predecessor, this is scarcely likely to worry the man who can afford this kind of car.

*THE NEW V8 engine which replaces the old "six" is a 6,230 c.c. V8 unit with an aluminium cylinder block. It has a fully counterbalanced crankshaft running in five copper-lead-indium lined steel shells.*

*LEFT: The youthful Dan McAlister of Dublin was having his third outing in his new 1½-litre Cooper-Climax. Dan was second fastest behind Pringle's 2.2-litre Cooper.*



## REPORT FROM EIRE

STORY AND PICTURES BY BRIAN FOLEY

### Altidore Hill-Climb. Hat-Trick for John Pringle

THE Motor Enthusiasts' Club rang down the curtain on the 1960 southern speed season with their third annual Altidore hill-climb. John Pringle came down from Bangor in County Down and made it a memorable occasion by scoring a hat-trick. John first attacked this 1,350 yards, steep and narrow County Wicklow hill in 1958 and with a 1½-litre Cooper-Climax he ascended in 49.2 seconds, in the rain. Last year with a 2.2-litre Cooper-Climax, and in much more favourable weather conditions, he lowered his record to 43.28 seconds. His closest rival last year was Robin Rennicks with the blown 998 c.c. Leprechaun, who recorded 46.71 seconds.

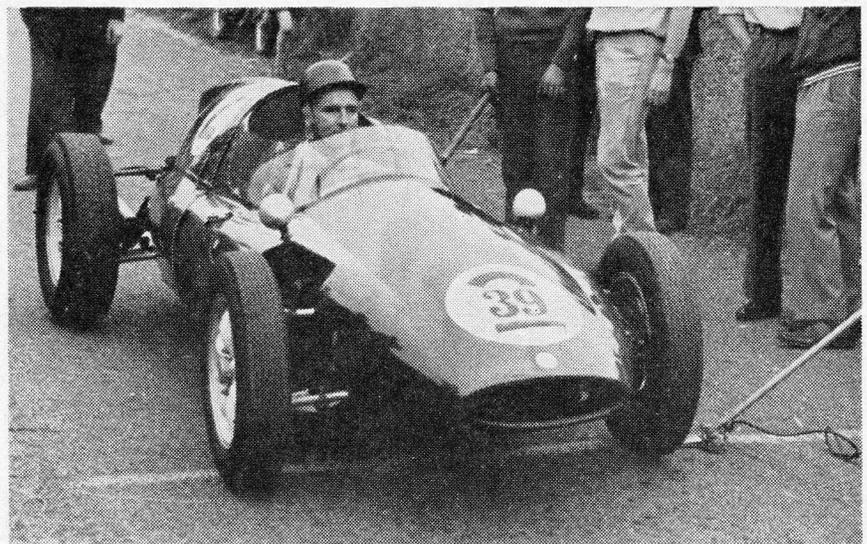
The M.E.C. were blessed with beautiful weather again this year, and although the number of starters was a bit small at 33, the quality was there. John Pringle was there with his latest 2.2-litre Cooper-Climax, Dan McAlister was also there with his new 1½-litre car of the same make, and another potent machine was Brian Bleakley's 1,098 c.c. Kieft-J.A.P. Reg Armstrong was making his debut in his new Formula Junior Lotus-Ford, having obviously been bitten by the same bug that bit fellow motorcycle stars John Surtees and Geoff Duke! Unfortunately the potent Leprechaun-J.A.P. was a non-starter. Seemingly, Stan Ryan has not yet found the Rennicks touch of making this temperamental car function properly.

All 33 drivers were given two official runs at the hill, with the exception of Reg Armstrong, who managed to get four runs. On his first run the timing of the Ford engine slipped, and he was given another run. John Pringle's first official run was his best, and as well as being B.T.D., his time of 41.99 seconds beat his 1959 record by 1.29 seconds. Dan McAlister reversed the Kerry hill-climb positions by beating Brian Bleakley. The Cooper driver finished second with 45.85 seconds, and the Kieft driver

was third with 46.12 seconds. Armstrong was fourth best in the Lotus with 46.27 seconds.

The 1,100 c.c. saloons class was once again a Dickie Barrett benefit. His A35 was over six seconds faster than second and third men in this class, Reggie Redmond (DKW) and John Moore (Austin Seven). The large saloons class was won by Johnny duMoulin's Simca, from Charlie Gunn's supercharged Volkswagen and Dr. Gar O'Brien's Volkswagen. Miss Rosemary Smith rounded off a very successful season by winning the General Handicap with her Austin Seven, from Armstrong and Pringle.

*BELOW: A smiling John Pringle takes his 2.2-litre Cooper-Climax away from the line. John scored a hat-trick at this event. His time of 41.99 seconds beat his 1959 record by 1.29 seconds.*



After the official runs, the four fastest drivers were given an extra run apiece for an attempt to lower the record. First man off was Armstrong, and he got his time down to 45.39 seconds. McAlister was next away and he also lowered his time to 44.07 seconds. Bleakley then got his time down to 45.06 seconds, but all three were outside Pringle's 1959 record of 43.28 seconds, as well as his latest record of 41.99 seconds. Last run of the day was made by Pringle. All eyes were on the deep red Cooper as he accelerated away very neatly from the line. The crowds around the starting line gathered around the automatic timing device to watch the tell-tale hand of the stopwatch. The hand swung around, as the rising and falling note of the Cooper-Climax reverberated through the air. Out of the last bend shot the Cooper, and up the straight towards the finishing line, but the stopwatch won the race and Pringle's time on that run was 42.41 seconds. His first ascent in 41.99 seconds therefore stands as the new record for Altidore Hill and this record will really take some beating.

The M.E.C. wound up a perfect day's sport with their usual "hooley" at Ard Brae Hotel, during the course of which John Pringle mentioned, with a highly suspicious gleam in his eye, that he would love to have a bash at some of the country hills next season. Roll on 1961.

#### Results

**Marsden Trophy (B.T.D.):** J. R. Pringle (2,014 Cooper-Climax), 41.99 s. (new record).

**1,100 c.c. Saloons:** 1, R. Barrett (948 Austin), 59.58 s.; 2, R. Redmond (896 DKW), 66.01 s.; 3, J. S. Moore (848 Austin), 66.43 s.

**Over 1,100 c.c. Saloons:** 1, J. C. duMoulin (1,290 Simca), 62.37 s.; 2, C. A. Gunn (1,192 VW s/c), 65.78 s.; 3, M. G. O'Brien (1,192 VW), 66.28 s.

**1,300 c.c. Open Cars:** 1, B. Bleakley (1,098 Kieft), 46.12 s.; 2, R. Armstrong (997 Lotus), 46.27 s.; 3, R. Lovell-Butt (1,087 M.G. s/c), 58.12 s.

**Over 1,300 c.c. Open Cars:** 1, J. R. Pringle (2,014 Cooper-Climax), 41.99 s.; 2, D. F. B. McAlister (1,475 Cooper-Climax), 45.85 s.; 3, J. J. Flynn (1,488 Gordini), 52.75 s.

**General Handicap:** 1, Miss R. Smith (848 Austin), 39.74 s. (handicap 29 s.); 2, H. R. Armstrong (997 Lotus), 40.27 s. (handicap 6 s.); 3, J. R. Pringle (2,014 Cooper), 41.99 s. (scratch).

# CASTROL WINS

at  
**SILVERSTONE**

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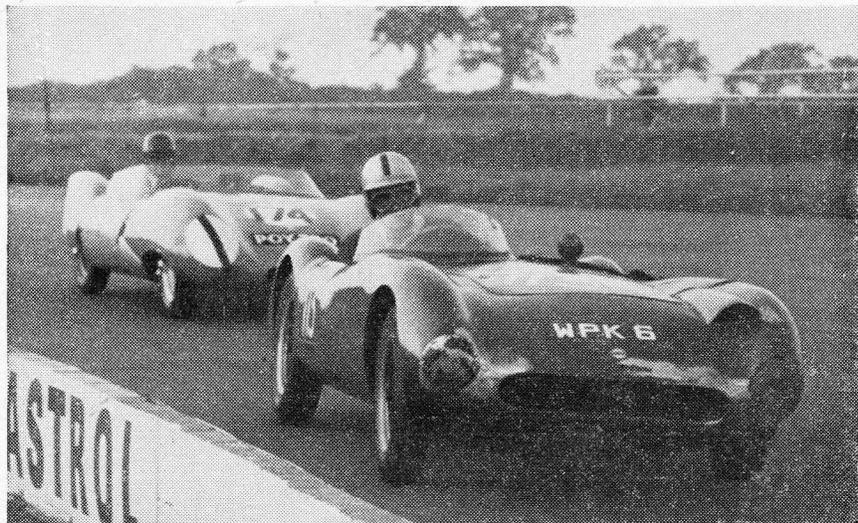
**1**<sup>ST</sup> G. C. SHEPHERD  
(AUSTIN A40)

**3**<sup>RD</sup> J. R. ALEY (MINI-MINOR)

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NORTH STAFFS MOTOR CLUB

## Excellent Silverstone Meeting

Gordon Lee (Lister-Jaguar) Drives Brilliantly

WITHOUT doubt the excellent organization at the North Staffs Motor Club's recent Silverstone meeting was the factor that ensured its ultimate success. Imparticularly cleverly arranged was the scrutineering, which was got through in no time at all, there being at least half a dozen officials to deal with the large number of vehicles. Practising also was done in a very organized manner—none of this queuing up for hours nonsense!

The first four events were all elimination handicap events for the *Motor Sport* Trophy. The field consisted mainly of Austins in the first event, with P. Butt's Fairthorpe on scratch. By the second lap the field was nicely stretched out with G. Whitehead's Austin Special leading from C. J. Toten's Austin A35 with M. Vincent's supercharged TD in third place. On the next lap Toten displaced Whitehead for first place whilst Marsh Midda's Baby Austin and scratch man Butt's Fairthorpe were coming right up through the pack, in an effort to catch the leaders. Toten took the chequered flag from the Fairthorpe and Midda's Austin, who had succeeded in taking the Austin Special and the supercharged M.G. on the last lap.

The second of the eliminating events was completely dominated by the 1,172 engine, for it was won by F. W. King (Lotus 7) from J. B. Moore (Warwick) and W. Lomas (Lomas D). J. S. Patterson (Austin-Ford) had led the race until he disappeared on the last lap—where to? That is still a mystery to the writer. Following this came a handicap for the larger capacity cars. Gordon Lee (Lister-Jaguar) demonstrated his complete superiority by coming up from scratch to take second place behind H. Panton's Lotus. The Lister-Jaguar, which started five seconds behind Michael Salmon's "D"-type, finished several seconds ahead of the dark blue Jaguar which followed W. Epps's Elva

**MIXED BUNCH** at Becketts: D. G. Baron's Turner (89) leads from Merfield's Ford Anglia (22) and the Sprites of J. Fenton (139) and A. Tester.

Courier over the line to fourth spot. The last of these handicaps saw a field which consisted mainly of marque sports cars. H. E. Waterhouse (M.G.) took the lead on the third lap and held it fairly easily from C. B. L. Harding's M.G. Special.

Clouds of smoke and the 750 Formula race was under way—into the lead went David Boorer in the DEB Mk. II, an extremely fast car, and by the first lap David had already pulled out a substantial lead. D. J. Limbach (Austin Special) tried hard, as did M. J. Harris (Austin), but they were no match for the speedy DEB which finished 32 secs. ahead of them, having made fastest lap of 67.94 m.p.h.

Side-valved Ford engines had to work very hard in the 1172 Formula race, particularly those installed in John Cottrell's and Tony Goodwin's cars. At the fall of the flag Tony Goodwin made a terrific start and was first into Copse—when we saw them again he still led from John Cottrell's Lotus but only by

**"MOTOR SPORT" Trophy winner John Anstice-Brown (Halselec) comes through to win from Mrs. J. Gammon (Ford) and N. Dangerfield (TR3).**

a narrow margin. On the second lap John got in front and although Tony slipstreamed madly and tried all the tricks he couldn't get ahead again. So it finished with John just ahead of the Goodwin Special.

(Continued on page 510)

### Results

**Event 1:** 1, C. J. Toten (A35), 63.8 m.p.h.; 2, P. Butt (Fairthorpe); 3, M. Midda (Austin). **Fastest lap:** A. E. Densham (Worden-Austin), 68.91 m.p.h.

**Event 2:** 1, F. W. King (Lotus VII), 69.91 m.p.h.; 2, J. B. Moore (Warwick); 3, W. G. Lomas (Lomas Type D). **Fastest lap:** A. R. Wershat (Lolita), 74.99 m.p.h.

**Event 3:** 1, H. Panton (Lotus), 74.33 m.p.h.; 2, G. Lee (Lister-Jaguar); 3, H. W. Epps (Elva Courier). **Fastest lap:** Lee, 85.89 m.p.h.

**Event 3A:** 1, H. E. Waterhouse (M.G.), 66.20 m.p.h.; 2, C. B. L. Harding (M.G. Special); 3, T. P. Carlton (M.G.). **Fastest lap:** Harding, 72.72 m.p.h.

**750 Formula:** 1, D. E. Boorer (D.E.B. Mk. II), 66.78 m.p.h.; 2, D. J. Limbach (Austin Special); 3, M. J. Harris (Austin). **Fastest lap:** Boorer, 67.94 m.p.h.

**1172 Formula:** 1, J. J. Cottrell (Lotus), 72.87 m.p.h.; 2, T. Goodwin (Goodwin Special); 3, W. G. Lomas (Lomas Type D). **Fastest lap:** Cottrell, 74.41 m.p.h.

**Formula Junior:** 1, R. H. H. Barneby (Cooper-Austin), 79.47 m.p.h.; 2, E. Harris (Lotus); 3, L. Gibbs (Lotus). **Fastest lap:** Barneby, 83.17 m.p.h.

**"Motor Sport" Trophy Qualifying Race:** 1, M. Salmon (Jaguar D-type), 82.18 m.p.h.; 2, G. Lee (Lister-Jaguar); 3, T. P. Carlton (M.G.). **Fastest lap:** Lee, 85.13 m.p.h.

**Sports Cars, 1,100 c.c. to 2,700 c.c.:** 1, R. F. Pierpoint (Lotus XV), 77.18 m.p.h.; 2, H. Panton (Lotus); 3, P. R. Dickenson (Lotus). **Fastest lap:** Pierpoint, 81.08 m.p.h.

**Formule Libre:** 1, M. Salmon (Jaguar D-type), 82.99 m.p.h.; 2, R. H. H. Barneby (Cooper); 3, L. Gibbs (Lotus). **Fastest lap:** Salmon, 85.89 m.p.h.

**Unlimited Sports Cars:** 1, G. Lee (Lister-Jaguar), 83.90 m.p.h.; 2, M. Salmon (Jaguar D-type); 3, B. Pinckney (Lotus). **Fastest lap:** Lee, 86.14 m.p.h.

**"Motor Sport" Trophy:** 1, J. Anstice-Brown (Halselec), 76.37 m.p.h.; 2, Mrs. J. A. Gammon (Ford Anglia); 3, N. H. Dangerfield (TR3). **Fastest lap:** G. Lee (Lister-Jaguar), 87.44 m.p.h.

**Scratch Race for Austin-Healeys (Sprites):** 1, H. W. G. Elwes, 67.25 m.p.h.; 2, J. G. Walker; 3, D. J. Cole. **Fastest lap:** Elwes, 69.58 m.p.h. **Austin-Healeys:** 1, J. Gott, 70.70 m.p.h.; 2, J. Carden; 3, D. G. Dixon. **Fastest lap:** Gott, 72.36 m.p.h.

**Closed Cars up to 1,000 c.c. and 1,001 c.c. to 1,600 c.c.; 1,601 c.c. to 3,000 c.c.:** 1, J. Gott (Austin-Healey); 2, N. H. Dangerfield (TR3); 3, J. Carden (Austin-Healey).



# CORRESPONDENCE

## More Variety in 1961?

HAVING been a reader of your excellent magazine for about eight years and a regular motor race meeting attender, I thought it time to write a few lines concerning the present F1 which I am pleased to say seems to be preferred by AUTOSPORT. To my way of thinking there is neither variety nor glamour among the cars in the present F1 racing. In the past such names as Lancia, Maserati, Gordini, Mercedes, Connaught and Vanwall have been mixing it giving plenty of interest, in particular on engine design; and now, although it is nice to see a British firm at the top, there seems to be a monopoly of midget Climax-powered machines, with Ferraris struggling for places this year.

It does, however, seem that perhaps there will be more variety of makes from other countries in the 1961 F1 series with Porsche and Ferrari competing on equal terms with British firms.

BURWELL, CAMBS.

P. J. VINSEN.

## Aston Martin Performance

DURING the past few weeks we have had a spate of tributes to Aston Martins as a Grand Prix racing team; these tributes consisted of such remarks as "they were smartly turned out", "they sounded grand" and nonsensical rubbish.

All these correspondents seem to have lost sight of the facts; these are that even at their initial public showing these cars were out of date, the engine was virtually a smaller version of the sports car engine and the chassis and suspension appeared to the outsider (like myself) to be similarly adapted. Aston Martins were this year even more outclassed than before despite a year's development.

For a manufacturer of the class of Aston Martins to produce a Grand Prix car which they must have realized was out-classed and run it on and off for a year and then retire seems to me to be the worst type of attempt to cash in on a famous name. Did they expect to win first time and, if not, why have they retired? To pack up merely because the opposition are better than you is hardly the sportsmanship for which the British are famous. I for one am glad to see the back of Aston Martins.

On another subject, why has everybody, including the F.I.A. and most of the motoring correspondents, got their knives into sports car racing; as a spectacle it is second only to Grand Prix racing and during the 1959 season of Cooper's numerical domination it was more interesting. The sight of large powerful sports cars streaming round Nürburgring or Goodwood is a sight few can forget, much more stirring than the rather uninteresting Grand Prix fields we have been seeing, all small, almost silent cars with most of them having the same engine, and as for replacing them with G.T. cars I hope the idea results in bankruptcy for the B.A.R.C.

SOUTHALL, MIDDLESEX.

RONALD R. SADLER.

## Unsporting?

AFTER reading your article on the Wiscombe Hill-Climb, there are one or two points which I would like to place on record.

I had entered my Riley 1.5 in the Speed Hill-Climb and was scrutinized by the R.A.C. official as being non-modified. At the end of the event I found that I had won my class; however, I was told by an official that I had been placed in the modified class, without my knowledge. The car is definitely not modified and I pointed this out to the official, who informed me that I should see the R.A.C. scrutineer. After a further examination of the car by the R.A.C. official it was confirmed that my car was non-modified.

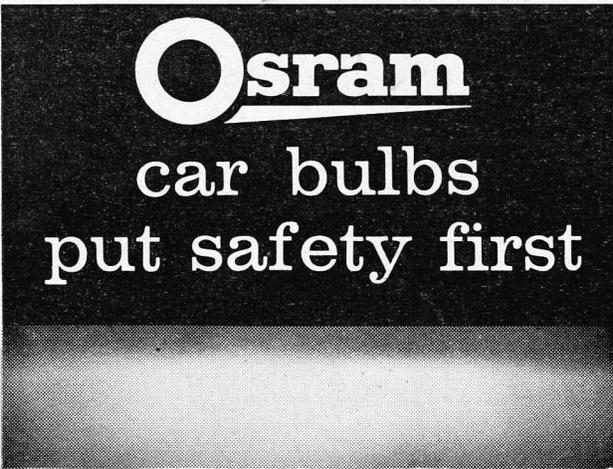
Therefore I had full claim on the prize that was due to me from winning my class. However, the official told me that this would not be sportsmanlike and since there was an objection, I should regard the matter closed. This seems very unfair and not in good spirit on their behalf.

It was also noted on two occasions that my name was incorrectly pronounced over the loudspeaker—a dim view is taken of all this. Since this was my first competitive event it does not give me much inclination to carry on with the so-called motor sport.

TORQUAY, SOUTH DEVON.

P. SEGELMAN.

The Editor is not bound to be in agreement with opinions expressed by readers.



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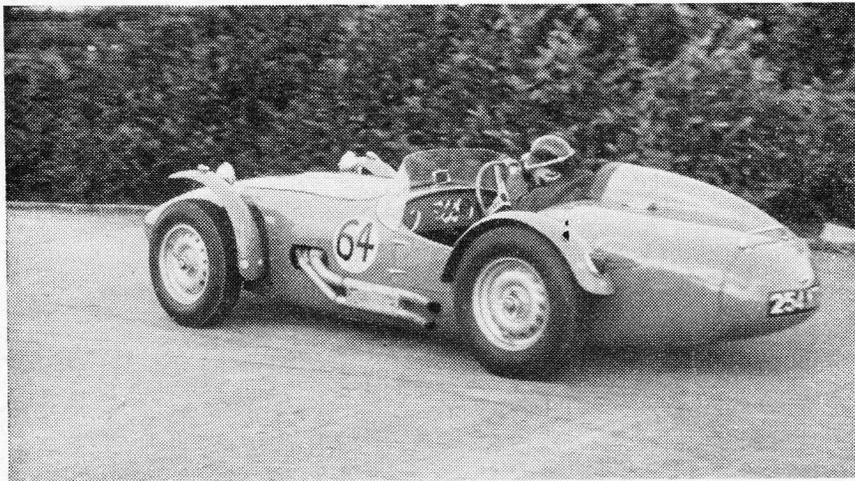
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## B.A.R.C. Sprint at Burton Factory

**New Record to Phil Scragg (Lister-Jaguar) 38.56 secs.**

THE last of this year's popular sprint meetings organized by the Yorkshire Centre of the B.A.R.C. at the Montague Burton clothing factory in Leeds took place on 25th September and turned out to be the best of the year and one of the most successful to date.

The course was slightly different, as the chicane on one of the four right-angle bends had been eased and this had the effect of making all cars between two and three seconds faster.

The result of this, coupled with the fact that it was the end of the season and "the boys" didn't seem to mind the prospects of a blow-up quite so much, gave rise to some very lively sprinting and, ultimately, a new course record and records broken in every class but one.

The new record for the half-mile course now stands to Phillip Scragg, who got his Lister-Jaguar around the twists in 38.56 secs., beating Cedric Brierley's previous record of 40.99 secs.

There were the usual tight battles in every class and not a little over-exuberance, which led to the retirement of J. B.

Brierley's Lotus-Ford and dents on several other cars, but fortunately the drivers stayed undamaged.

No fewer than 16 cars contested the class for the smallest saloons. On the first runs Allan Staniforth, who was trying a twin-choke Solex on his Mini, was fastest in 47.40 secs. On the second runs Harry Ratcliffe, in his very fast and lightened Minor, got down to 45.78 secs. and then on his last run won the class with a time of 45.48 secs. with Staniforth second. Derek Scott beat the Volvos of Hugh O'Connor-Rorke and Geoff Thompson to win the next class with his Riley 1.5, and in the next saloon class Ted Booth's hot Zodiac beat Derek Clark's similar machine by less than two-tenths of a second. In the biggest saloon class Hugh O'Connor-Rorke had a win with his modified Jaguar 3.4.

A bevy of the spriteliest Sprites in the North came out in the next class. J. D. Robertshaw was the fastest on the first run, but on the next run Peter Smith got up in 45.42 secs. which was fast enough to win the class. Mike Wheatley

*SETTING the best time of the day and also a new record, Phil Scragg driving his very quick Lister-Jaguar at the recent B.A.R.C. sprint in Leeds.*

tried to beat him, but tried too hard, losing time in wild slides.

Chris Meek knocked no fewer than 4 secs. off the class record for the 1,600 c.c. sports car class with his Elva which, running without exhaust, was one of the noisiest cars there. A close fight for the next class between P. Bradley (Morgan), S. Newton (Triumph) and E. C. Booth (Frazer-Nash) was eventually won by Booth with Newton second, and another Frazer-Nash, the old Shelsley model driven by bearded David Harrison, won the largest sports car class.

There were only three cars in the two sports racing classes the smaller being won by T. A. Fallows's Cooper-Climax from Hirst's Cooper-M.G. and Scragg's Lister, the lone runner in the bigger class.

The *Formule Libre* class was a carve-up for the Gemini and Garford Formula Juniors driven by Anders and Squance, but J. N. Sutcliffe's Alta was interesting and alarming to watch before it threw a tread and was retired.

That was the end of a pleasant meeting, impeccably organized in the best B.A.R.C. tradition, which finished with the news that next year another timing system which will give times for the standing quarter-mile in addition to the full time will be used, and during the winter a census will be taken to decide the shape of the course for next year.

### Results

**Best Time of Day:** P. Scragg (Lister-Jaguar), 38.56 s. **Touring Cars, up to 1,000 c.c.:** H. W. Ratcliffe (Morris Minor), 45.48 s. **Up to 1,900 c.c.:** J. D. Scott (Riley 1.5), 47.18 s. **Up to 2,700 c.c.:** E. B. Booth (Ford Zodiac), 37.10 s. **Over 2,700 c.c.:** H. J. O'Connor-Rorke (Jaguar 3.4), 46.73 s.

**Sports Cars, up to 950 c.c.:** P. J. Smith (Austin-Healey Sprite), 45.42 s. **Up to 1,600 c.c.:** C. Meek (Elva Courier), 42.09 s. **Up to 2,700 c.c.:** E. C. Booth (Frazer-Nash Le Mans), 41.31 s. **Over 2,700 c.c.:** D. A. Harrison (Frazer-Nash Shelsley), 41.09 s.

**Sports Racing Cars, up to 1,500 c.c.:** T. A. Fallows (Cooper-Climax), 41.19 s. **Over 1,500 c.c.:** P. Scragg (Lister-Jaguar), 38.56 s.

**Formule Libre and Formula Junior:** P. D. Anders (FJ Gemini), 41.84 s.

## THE WHITE HORSE RALLY

INTRICATE, difficult map-reading and tight, short sections over little-used roads were features of the fifth White Horse Rally held on 17th September by the Airedale and Pennine Motor Club.

The rally attracted an entry of 102 cars, but the organizers appear to have over-estimated the ability of the crews to tackle their course as only 30 cars were classified as finishers and only one car—the winning team of Don Grimshaw and Brian Melia—finished without one fail.

The rally started from Guiseley, and very soon the cars were in the thick, hard-and-fast rally country of Washburndale where there were eight short, tight sections which were perfectly straightforward.

Soon, however, the route wound east to the Tadcaster area where a farm road was blocked to many later competitors, giving most of them their first "fail" penalty. The control could not be reached other than by the road which an irate farmer had barred as cars were disturbing his sleep.

The next control was just as difficult as here the organizers' warning that they could not be responsible for omissions from O.S. maps became obvious. The correct route lay through a gateway up a farm track over a field and many later-comers were again turned away by a farmer.

Three more sections which followed required very careful navigation or the controls would be approached from the wrong direction and in the wrong order and by this time no one was clean. Then things eased off, and it was merely straightforward rallying to the night halt at Sutton Bank.

After this the route lay over unsurfaced roads through Kewpwick and then down to the Boroughbridge area before turning over towards Nidderdale.

The latter parts of the rally were easier with the exception of one section which required about half a dozen gates to be opened. The real sting came right at the tail as only a handful of drivers found the correct approach to the last control. This, too, lay over a cart track through the middle of a field.

The rally finished at Ilkley, where by the time the competitors had finished praising the standard of marshalling and puzzling at some of the organizers' less obvious intentions the results were announced soon after breakfast.

PETER CRAVEN.

### Results

**White Horse Trophy (Best Performance):** G. D. Grimshaw (Triumph TR3). **Navigators' Award:** B. Melia, 41 m. lost. **Second, and Best Airedale and Pennine Member:** D. Gill (Triumph Herald), 3 fails, 32 m.

**Experts' Class:** Mrs. P. Haggey (Anglia), 27 f., 72 m.

**Semi-Experts' Class:** 1, J. Anderton (Zodiac), 9 f., 133 m.; 2, P. J. Finney (Gordini-Dauphine), 10 f., 119 m.; 3, D. J. Scanton (Jaguar 3.4), 12 f., 114 m.; 4, G. Chippindale (Jaguar XK 120), 13 f., 94 m.

**Novices:** 1, J. E. Parkinson (Ford Consul), 12 f., 98 m.; 2, C. W. Greenwood (Anglia), 13 f., 113 m.; 3, S. Star (Austin), 13 f., 174 m.; 4, J. Taylor (Morris), 14 f., 95 m.; 5, J. Tetley (Alpine), 14 f., 160 m.; 6, D. C. Wood (Mini-Minor), 16 f., 180 m.

**Team Award:** "Airedale and Pennine Pathfinders"—Gill and Chippindale.

**Best Ilkley and D.M.C. Member:** A. D. Dekayne (Sunbeam).

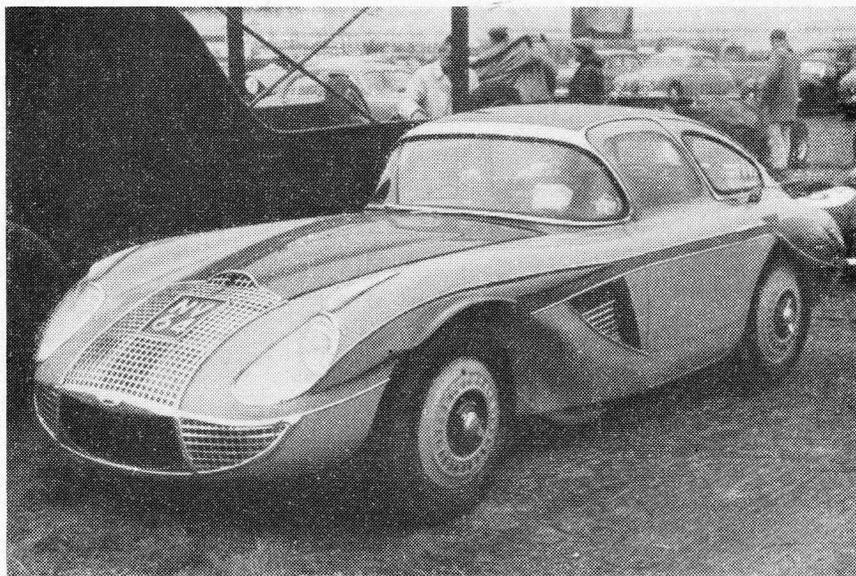
**Ladies' Award:** Miss L. P. Reddy (Sprite).

# Club News

By MICHAEL DURNIN

THE Ilkley and D.M.C. are celebrating their golden jubilee year and are rightly proud of being one of the few clubs in the country with such a long history. Congratulations! The club's 50th anniversary will be marked by a special dinner to which all past and present members are cordially invited. The dinner will take place in the Ilkley Moor Hotel on 21st October and tickets (price 16s. 6d.) are available from G. Fletcher, 9 Castle View, Stonegate Road, Leeds 7.

**CANCELLED:** this week-end's **M.G.C.C.** Western Rally. Apparently the **London Rally** has drawn most of the entrants who might otherwise have supported the M.G.C.C. event. . . . The John Goddard Trophy Rally, premier event of the **Crittall C.C.**, is due to take place on 15th October. Regs. are available from D. Murphy, Hole Farm, Thistley Green, Great Leighs, Essex. . . . **Bexley L.C.C.'s** "Witsend Rally" will be staged on 5th-6th November. The event starts at about 10 p.m. from Princes Hotel, Dartford, and will cover some 215 miles of metalled Kentish road. Invited clubs are: B.R.S.C.C., Civil Service M.A., East Surrey M.C., London M.C., Margate and D.C.C., Metropolitan Police M.C., Rochester, Chatham and D.M.C., Sevenoaks and D.M.C. and Tunbridge Wells M.C. Regs. are available from Mrs. H. Kerr, 620 Sidcup Road, London, S.E.9, and the entry list closes on 29th October. . . . **Cambridge U.A.C.'s** speed trials will be held at Snetterton on 6th November. Regs. from J. W. Whittall, Gonville and Caius College, Cambridge. . . . Regs. are available for **Nottingham S.C.C.'s** Nottingham Rally, scheduled for 29th-30th October. Secretary of this restricted event is A. K. Cragg, 1 St. Mary's Gate, Nottingham, and entries close 16th October. . . . **Maidstone and Mid-Kent M.C.'s** 16th annual Bossom Trophy Trial, an event counting towards the R.A.C. Trials Championship and the B.T.R.D.A. Gold Star, will take place on 16th October. It is open to Sheffield and Hallamshire M.C., Southsea M.C., London M.C., West Hants and Dorset M.C., Yorkshire S.C.C., Hagley and D.L.C.C., Kentish Border C.C., Shenstone and D.C.C., North Midland M.C. and all entrants for the trials championship. Secretary of the event is J. Ashwell, 10 Orchard Bank, Chart Sutton, near Maidstone, Kent, and entries close 11th October. . . . **Yorkshire S.C.C.'s** "Greenwood Cup" production car trial will take place on 16th October and will be a joint promotion with B.A.R.C. (Yorks). Regs. from G. A. M. Baxter, 1 Park View Road, Heaton, Bradford 9. Entries close 10th October or 13th October at an additional 5s. . . . **Sussex C.C.'s** first Olympic Rally will take place 22nd-23rd October and it is open to all member clubs of A.C.S.M.C. Regs. are available for this 230-mile event from G. S. Babra, 15 Mile Oak Crescent, Southwick, and all entries must be received by 11th October. The start is from Greenwood Garage, Fontwell, at about 10 p.m.



*GUESS WHAT? Well, we discovered this in the paddock at Silverstone, and the only clue seemed to be the Road Fund licence, which described the car as an Aston Martin-Jaguar. Which is which, and how it all came about, we just don't know. The result, however, is certainly "different".*

## Coming Attractions

**7th-8th October.** London M.C. London Rally.  
**9th October.** B.R.S.C.C. Race Meeting, Snetterton, near Thetford, Norfolk. Start, 1.30 p.m.  
 West Essex C.C. Hill-Climb, Stapleford, near Abridge, Essex. Start, 10.30 a.m.  
 SUNBAC Vesey Cup Trial.  
**15th October.** Writral 100 M.C. Sprint, Rhydymwyn, near Mold, Flintshire.  
 Shenstone and D.C.C. Buxton Rally. Starts, Buxton and Lichfield, 8 a.m.  
 West Hants and Dorset and Yeovil C.C. Bournemouth Rally. Starts, Bournemouth, Bristol and Camberley.  
**16th October.** B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent.  
 750 M.C. Hill-Climb, Blandford, Dorset.  
 Maidstone and Mid-Kent M.C. Trial. Start, Mote Cricket Pavilion, Mote Park, Maidstone, at 10.30 a.m.  
 Yorkshire S.C.C. Production Car Trial. Start, White Cross, Guiseley, near Leeds, 1 p.m.  
**19th-29th October.** London Motor Show, Earls Court, S.W.5.  
**23rd October.** 1,000 Kilometres of Paris (G.T.)

## INTERNATIONAL DRIVING TESTS BETWEEN THE LIVERPOOL M.C., ENGLAND, AND THE LIVERPOOL M.C. OF NEW YORK

THE club ran their tests at Sealand R.A.F. Station on a glorious hot, dry afternoon, whilst the New York branch had a real soaker (according to Chairman Keith Moore, who was in New York with the American Branch on the occasion).

The three English tests were the usual fast "straight forward" type, now universally recognized for serious competition, while the three American tests were somewhat longer, and a little more complicated.

The six tests in all were competed for by a team of eight cars (two in each of four classes) simultaneously at Sealand, at 3 p.m., and Westchester, New York, at 10 a.m. The American results were phoned through to Sealand at 6.45 p.m. by Keith Moore, who was somewhat surprised (and so were we) that England had won by an overall 140 seconds. The

driving was absolutely spot on, and conditions perfect.

About the team: Roy Kirkham (Austin-Healey Sprite), who the previous night had competed in, and won outright, the Morecambe Car Club's Illuminations Rally and Driving Tests, was a little late at the start, coming from Blackpool, with fair reason! His place was temporarily taken by Ian Bennetts with a similar car for the first four tests—his handling was quite superb, and his times very fast. (A potential winner at next Easter's tests.)

Roy Kirkham arrived tired and weary after his all-night competition, but his driving was its usual efficient standard. Also in Class 1, sports cars up to 1,600 c.c., was B.T.D. driver Graeme Austin (Lotus VIIA), whose driving was nothing short of perfection.

In Class 2, sports cars over 1,600 c.c., Bill Holland, who came from his home at Stoke-on-Trent with his TR3, was, as one has learned to expect, the textbook conductor—his spinning of the back round pylons and in the box can only be said to be the work of a practised artist, and beautiful to see. In the same class, Mike Hughes (Morgan Plus 4) was also extremely fast, and also spinning well!

In the closed class under 1,600 c.c. Dr. Ronnie Moore (Mini-Minor) was fast and neat and quite unobtrusive, but most effective, whilst Ken James in the same class in an Austin-Healey Sprite hardtop drove with the precision expected of an experienced international competitor.

Of the larger machinery (closed cars over 1,600 c.c.) Alan Bridge in a Zephyr did very well, with such an unwieldy mount, taking it very quickly through "gates" almost too narrow. In the same class Ossie Stirling (Sunbeam 90), whose name we have not seen for some time, came out of competition retirement to show that he had not lost any of his old skill since winning the tests at Burtonwood Airbase in 1954 in the same car!

(Continued overleaf)

The fastest car in each class counted for official team time.

The course was surveyed and laid out by Jeffrey Dixon and Harold Gadd (both surveyors!) with the club secretary acting as clerk of the course for the occasion. Ray MacBryde was official starter and timekeeper, with his synchronized watches.

The whole event took place under the shadows of the Union Jack and the Stars and Stripes.

The American team comprised: Class 1: Bernard Switkes (Porsche), Jack Lohman (Austin-Healey Sprite); Class 2: Peter Tudor (TR3), Harry Jackson (TR3); Class 3: Peter Moskovitz (Fiat), Frank Reynolds (SAAB); Class 4: Louis Marra (Volvo), Angus McInnes (Ford).

So for the first year of this international competition Liverpool, England, took the Trophy.

#### N.S.M.C. Silverstone—continued

A race which saw some excellent driving was the up to 1,100 c.c. sports car event. Bill Pinckney driving the very fast Lotus led from start to finish; but for all this, didn't have things all his own way as both I. Harrison-Hansley and M. R. Shill dogged him throughout. Harrison-Handley, who had been lying third, managed to get ahead of Shill on the last lap; and so they finished with Pinckney first, Harrison-Hansley second and Shill third.

The Formula Junior race proved to be one of the most interesting races of the day. Len Gibbs (Lotus) led for the first eight laps, closely pursued by E. Harris (Lotus), one of Jim Russell's boys, and R. H. Barneby (Cooper-Austin). But on the second last lap without any apparent effort Harris took the lead from Len Gibbs, only to lose it to Barneby just before the finish. As they crossed the line it was Barneby's Cooper a second ahead of Harris's Lotus, and Len Gibbs also in a Lotus.

The handicap qualifying race of the *Motor Sport* Trophy saw most of the quick cars from the earlier races. Michael Salmon ("D"-type) won by three seconds from Gordon Lee (Lister-Jaguar) and Carlton (M.G.)—Salmon had managed to catch Carlton on the fourth lap at Woodcote and so take the lead.

The victor in the five-lap scratch race for sports cars up to 2,700 c.c. was Roy Pierpoint in his Lotus XV; for in spite of a bad start he managed to get ahead of P. Dickenson (Lotus 1500) and H. Panton (Lotus) on the second lap. Panton then took Dickenson for second

place and so it remained until Roy took the chequered flag.

The *Formule Libre* event lost most of its interest as soon as John Bekaert, who had led for the first two laps, retired on the third lap due to "plug trouble". (It sounded very much more like a burnt out piston.) The opposition to Salmon's progress was now almost non-existent, and he finished nearly half a minute ahead of second man R. Barneby (Cooper) and Len Gibbs (Lotus), who took third spot.

There followed an unlimited sports car race which was won by Gordon Lee (Lister-Jaguar), who again asserted his superiority over the field, crossing the line a couple of seconds ahead of the Salmon "D"-type. Gordon Lee scored another success by making fastest lap of 1 min. 06.2 secs. in the final of the *Motor Sport* Trophy. The winner of this event was John Anstice-Brown (Halselec) who finished ahead of Miss J. Gammon's Ford and N. Dangerfield's Triumph.

The Austin-Healey race saw David Dixon (3000) leading as they disappeared into Copse with John Gott and J. Carden hard on his heels. But Gott took his works 3000 through the field to first place and took the chequered flag ahead of J. Carden and David Dixon. In the Sprite class, H. W. Elwes took first place from J. C. Walker and D. J. Cole.

To finish off proceedings there was a five-lapper closed car race in three classes. Class A was won by John Gott (Austin-Healey 3000) from N. Dangerfield (TR3). Class B was won by C. B. Harding (M.G.) from M. Waterhouse's M.G. 1600, and the winner of the small class was J. G. Walker (Sprite) with D. J. Cole (Sprite) in second place.

John Greenwood, the secretary of the meeting, was obviously intent on making sure everything was well under control; and great credit is due to him and his excellent band of workers. The commentator proved to be very informed and gave the public an excellent idea of what and who they were watching.

PATRICK MCNALLY.

#### DRIVING TESTS AT SNETTERTON

THE Falcon Motor Club recently held a restricted driving test meeting ("Falcon Express") on the Snetterton circuit. Tests were laid out round the circuit so that competitors on completing one test could move on to the next one. In this way 40 competitors were able to have three runs at eight tests in an afternoon.

Among the entry one noticed a high

percentage of Austin-Healey Sprites and the B.M.C. Mini cars. B.T.D., which was decided on Index of Performance, deservedly went to Tony Bray and his T.E.S.T. 1. He had a clear lead over his class rivals because M. J. Lawrence unfortunately had to retire his Lawford with a damaged engine, also F. Pryor (I.R.I.S.) and a Lotus VI were non-starters, there then being no one in the class able to hold Tony Bray. The Duckham Trophy, awarded to the best Falcon member, went to Alan Piggott (Sprite). Likewise class winners were decided on Index, these being:—

#### Results

**Saloons up to 1,300 c.c.:** L. Gibson (Austin Mini). **Saloons over 1,300 c.c.:** Miss Pat Ozanne (Riley). **Improved Saloons up to 1,300 c.c.:** I. Mantle (Mini-Minor). **Improved Saloons over 1,300 c.c.:** B. E. Lawson (Porsche). **Sports Cars up to 1,300 c.c.:** I. Mantle (Berkeley). **Sports Cars over 1,300 c.c.:** N. Dangerfield (TR3). **Specials and Sports Racing:** R. J. Dudley (Austin/Riley).

**Team Award:** East Anglia Motor Club; I. Mantle (Mini); I. Mantle (Berkeley); R. Richards (Mini).

#### SNETTERTON ON SUNDAY

A TREMENDOUS entry of 174 cars has been received by the B.R.S.C.C. for the last Snetterton race meeting of the 1960 season which will take place on Sunday, 9th October.

The meeting, which will consist of six short races, will commence at 2.15 p.m. and the main event of the day will be a 10-lap race for Formula Junior cars. Amongst the entries for this event are the two rear-engined Elva Juniors, driven by Chris Steele and American Chuck Dietrich, two rear-engined Geminis and, altogether, 14 different makes of car will be participating.

In the 500 c.c. event, Jack Pitcher, the AUTOSPORT national champion for 1960, will have strong opposition from Gordon Jones, Peter Ellis and Peter Luke and Mike Lovell has entered his twin-cylinder Triumph-engined Grenfell.

In the unlimited sports car race, John Bekaert (Lister-Jaguar) will be up against two Aston Martin DBR2s, to be driven by Jim Diggory and Bill Aston.

The 1960 B.R.S.C.C. Supa-Tura champion, Doc Shepherd, will once again be up against the big Jaguars and another struggle in this event should materialize between Alan Hutcheson and Peter Pilsworth, in their Riley 1.5s.

The programme will be made up of the Grand Touring car race and an event for sports cars with an engine capacity not exceeding 1,000 c.c. o.h.v. or 1,200 c.c. side valve, for which Colin Escott driving Jim Diggory's GT Marcos, should start favourite.

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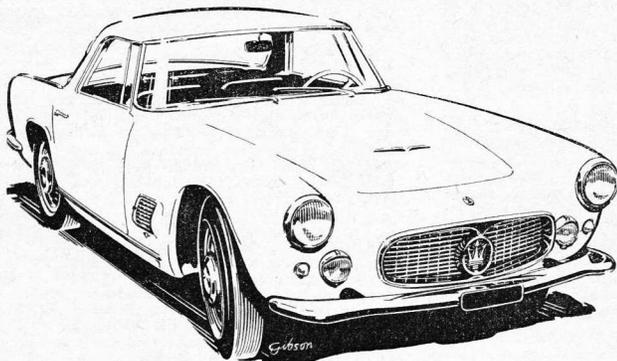
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(Continued on page 515)



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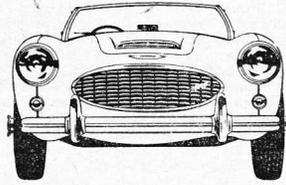
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**Classified Advertisements—continued**

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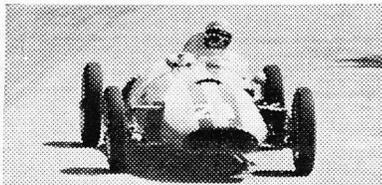
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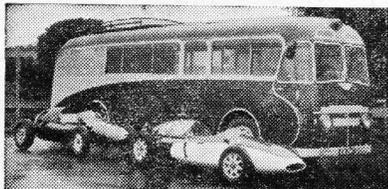
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(Continued overleaf)

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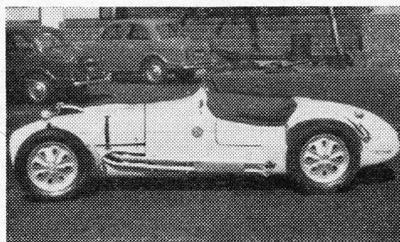
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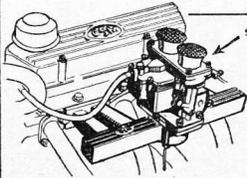
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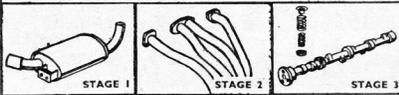
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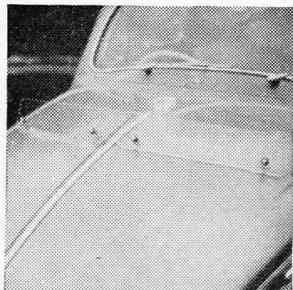
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### SOUTH WALES AUTOMOBILE CLUB CASTEL HILL-CLIMB

THE last of the South Wales Automobile Club's 1960 series of restricted hill-climbs took place at Castel Hill recently, being well supported by both entrants and spectators. Despite the ideal weather conditions, the difficulties experienced by the club in maintaining a good surface on the hill persisted, especially at the start; however, this did not deter the competitors and the meeting was remarkable for the close-fought nature of the results, no less than three class awards having to be decided by re-runs following ties.

During the morning practice runs Bryan (Mk. IX Cooper) hit a bank, breaking the steering arm in the process and being obliged to retire. Shortly afterwards Hodges's Halldon-J.A.P. (one-time Prescott class record holder) went up in flames in the paddock, causing no little excitement and absorbing the contents of two fire extinguishers before things came under control. Hodges, together with Louis Avenin who was also driving the car, worked very hard indeed to have it ready to compete in the afternoon runs, but to no avail; the 500 c.c. class eventually going to McLaughlin's Cooper with a time of 29.9 secs.

Best time of day went, yet again, to David Boshier-Jones with his Cooper, with a time of 26.9 secs., only six-tenths of a second outside his own class and hill record of 26.3 secs., set up in 1959. Nearest challenger (and, therefore, class winner) was Watts's Cooper, which did 29.1 secs. on its first run, but left the course and stalled on the second.

The driver being unable to start the car again, no time was recorded, but the first run had been enough to hold off the opposition, which included Ron

James and his new Lansbury Special, still suffering from some slight troubles but making a run in 31 secs.

The sports and G.T. class up to 1,000 c.c. went to G. M. Hopkinson's Lotus Seven "A" in 31 secs. (his own class record of 31.9 secs. going by the board at the same time), none of the other entrants coming anywhere near this, though Brian Jenkins's drive of 34.1 secs. in his Berkeley, to take second place, was exceptional. Comparative newcomer F. David Evans (Lotus Seven "A") indulged in a spin on his second run which added 12 secs. to his earlier time. The 1,001 c.c. to 1,600 c.c. class was extremely close, second runs producing a triple tie at 30.6 secs. between Peregrine (Lotus Seven-Climax), Reardon-Smith (driving the same car) and K. G. Farr (Lotus-M.G.). However, the re-run sorted things out, Peregrine doing 31 secs. and taking the class, Farr looking a bit untidy but returning 31.4 secs. for second place, and Reardon-Smith dropping over 2 secs. to 32.8 secs. Also in this class, Keith Howells (M.G.A) had a most spectacular multiple spin, without any damage, while Sloman's H.R.G.-Lea Francis, dogged by carburation trouble, was very slow on its first run and was subsequently withdrawn.

Best sports car time, not unnaturally, was to be found among the heavier machines, the honour going to Peter Cottrell (Lotus-Bristol) with a run of 30 secs. dead. Atkinson's supercharged M.G.A 1600 kept in the fashion by spinning off without damage, second place in the class going to John Williams's J2X Allard, Cadillac powered, with a time of 31.1 secs.

The inclusion of a vintage class added interest to the afternoon, Wilson's SS100 carrying off the award with 36.3 secs.,

challenged by Bruce-White's All'cok (37.2 secs.).

The touring car classes were well supported, the up to 1,000 c.c. looking like an easy win for Pascoe's Gordini-Dauphine (40.5 secs.) until Houston's Mini-Minor showed a surprising improvement of over 3 secs. on its second run to win the class with 40 secs. dead. This time also represents a class record, held previously by Paterson's Mini-Minor, unable on this occasion to get going, as a result of a faulty fuel pump, and eventually withdrawn.

"Minis" were also prominent in the 1,001 c.c. to 1,300 c.c., Fred Jones's Austin Seven winning the class with a second run time of 35.7 secs., leading Peter Boshier-Jones (Austin A35) who returned 37.4 secs. Third place resulted in a tie between Ferris (Austin Seven) and Waldo Edwards (Fiat-Abarth) but the re-run gave the award to Ferris with 37.6 secs., Edwards apparently trying a little too hard, clipping the bank and covering a fair distance on two wheels only, but being unable to better 38.4 secs.

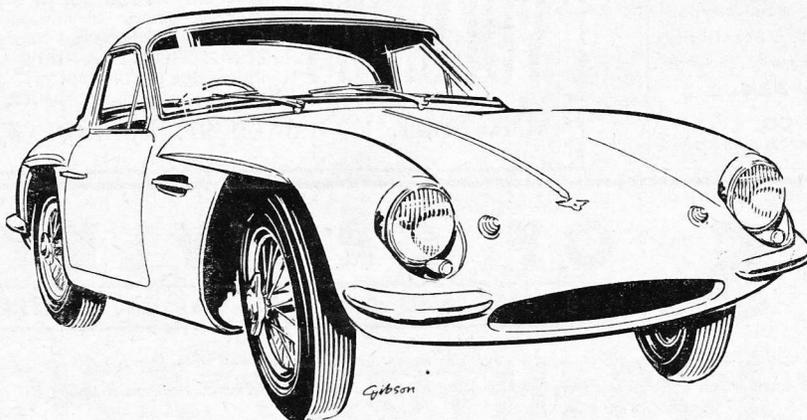
Ferris also won the next larger class, this time with his Volvo, in 38.3 secs., from Field's Riley (38.9 secs.). The over 1,600 c.c. unlimited class, taken easily by Shepherd's Jaguar 3.4 with a time of 35.9 secs., saw an exciting struggle between Seward Ashcroft (Sunbeam Rapier) and Tony Knowles (Derrington-Wolseley 1500) for second place, the two cars doing 38.6 secs. on their first runs and 38.8 secs. on their second! Knowles, however, still had some reserve, taking the place on the re-run with 38.1 secs. and, with Ashcroft, leaving J. F. May's 2.4 Jaguar well behind.

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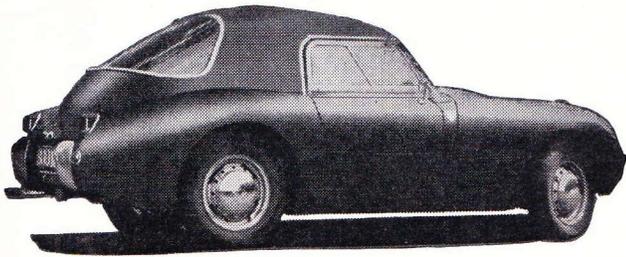
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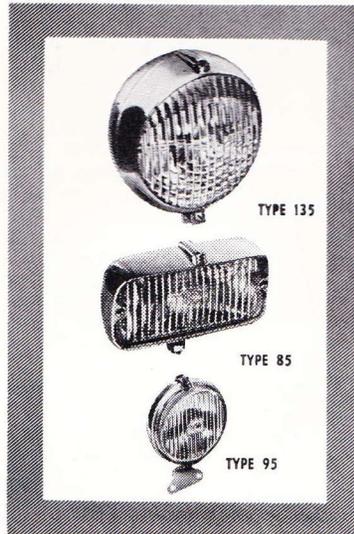
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