

35

NOVEMBER 18, 1960

# AUTOSPORT

1/6

EVERY FRIDAY  
Vol. 21 No. 21

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

THE R.A.C. INTERNATIONAL RALLY OF GREAT BRITAIN — FULL PREVIEW  
U.S.A. GRAND PRIX ENTRIES : 1961 INTERNATIONAL CALENDAR



# THERE'S NOTHING LIKE NATIONAL



## **SUPER NATIONAL**

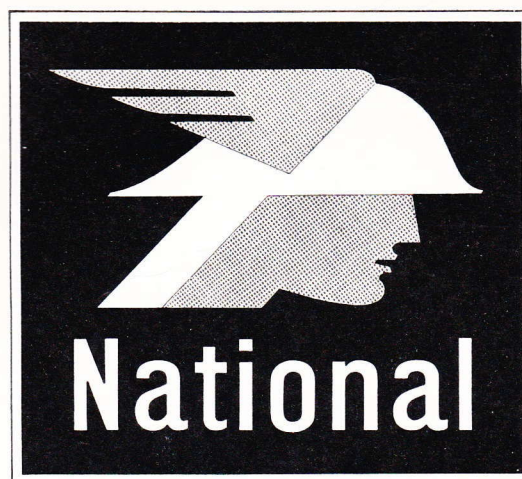
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For  
making  
the most  
of your  
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## **NATIONAL BENZOLE**

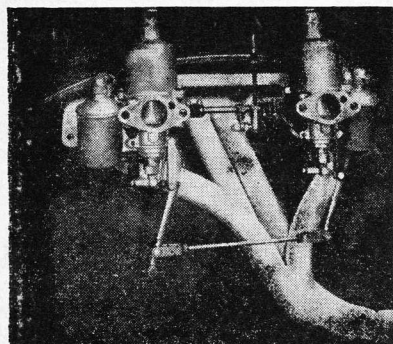
Time-proved benzole mixture—the  
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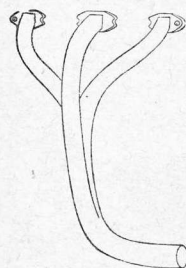
Acceleration through gears improved by 40% and on top gear by 45%. Pick up from 10-12 m.p.h. in top gear without snatch. Complete kit, £35.

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#### EXTRACTOR EXHAUST MANIFOLDS

Increase power output by 3 to 10 B.H.P. For all 'A' ser. B.M.C. cars £10, 'B' ser. £15. TR2 & 3, Morgan, Peerless £20, Healey 100/4 with twin silencer £27-10, Lotus Elite £17-10 and for most other popular makes. With twin S.U. carbs. for Ford 100E £22-10, 105E £35. Mini-Minor, A.7 £27-10. Triumph Herald inlet and exhaust (less carbs.) £21.

**WEBER TWIN CHOKE CARBURETTORS** with inlet manifolds. Sets for various makes.

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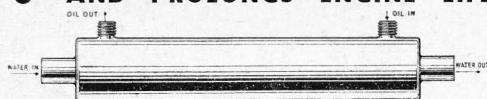
For every possible requirement for Tuning, Racing or Special equipment, consult the specialists. Mention make when writing. Postage or carriage extra.

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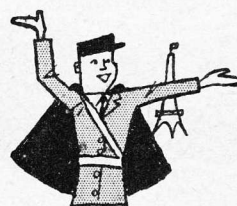
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What a combination! The Triumph Herald and the Shorrock supercharger. Feel that wonderful surge of power, the ease at which she zooms up hills, how she instantly responds to give you all the acceleration you need. With a Shorrock supercharger the engine will have a greater flexibility and up to 50% more power giving unbelievable "performance plus".

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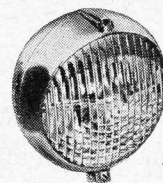
# FIT CIBIÉ

(most famous in France)

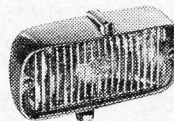
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These famous Continental lamps are now available in the United Kingdom. Fit the lamps that were used by the Monte Carlo Rally Winners in 1958 and 1959.

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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 21 No. 21

November 18, 1960

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## EDITORIAL

### SHORT-TIME HEADACHES

WITH many of Great Britain's car factories on short-time, the industry is passing through a period of recession. New car sales are strangled at home by hire purchase restrictions and, despite denials, there has been a definite falling off in exports—although one or two marques still continue to make progress. It must have been a shock to many people to learn that Abingdon is also working reduced hours, and B.M.C. must have realized by now that the famous name of M.G. has been permitted to lose much of its sales appeal by a policy of emphasizing the name Austin in International competitions, rather than making use of the glamour which formerly surrounded the famous octagon. It seems strange policy to avoid supporting a name which was founded on competitions successes, make no effort to "maintain the breed", and replace the ZA/ZB series with a type of vehicle which bears no relation to its illustrious ancestors. With the "know-how" possessed by Abingdon technicians, surely the effort that went into Bonneville cars could have been more reasonably employed in producing competition versions of cars, to re-establish a famous name? It would appear that Mr. John Thornley and his associates, in having to accept Birmingham rule, are being thwarted at every turn, and it is morally certain that, given a chance to concentrate on the kind of cars which Abingdon should turn out, the team would come up trumps. It is realized that politics and economics dictate standardization wherever possible, but would it not be far more lucrative in the future to bring M.G. and Riley into a more specialized market? Sports and high-performance cars, in addition to small-capacity machines, are easily this country's best bets for the exports of tomorrow. M.G. blazed the trail in the U.S.A., and it is up to the B.M.C. punjabs to see that every possible means is pursued to maintain the prestige of cars which will always have a soft spot in the hearts of motor sporting enthusiasts.

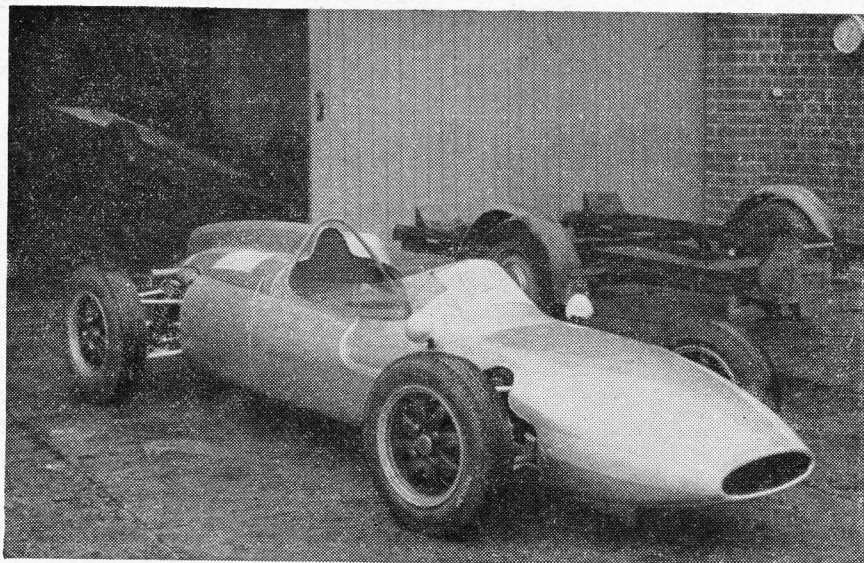
### THE LOST FORMULA

THERE must be at least a couple of dozen Formula 2 single-seaters in existence in Great Britain which it would be impractical to attempt to convert to 1,500 c.c. F1 cars. In 1961, Formula 2 disappears, and the question is what to do with these still eminently raceworthy machines? Promoters should consider the idea of introducing events for single-seaters up to 1,500 c.c., excluding Grand Prix machinery, and thus creating an even more realistic "nursery" than is supplied by Formula Junior. The public is wildly enthusiastic about single-seater racing, and a sort of "voiturette" category would be a useful addition to programmes when it is unlikely that Grand Prix machinery would be included.

### OUR COVER PICTURE

CONTROL POINT—a scene which will be visible in many parts of England and Scotland next week, when nearly 180 cars and crews will be attempting to complete the over-2,000 miles route of the R.A.C. Rally, which starts on Monday from Blackpool.





## PIT and PADDOCK

JOHN SPRINZEL's new enterprise, John Sprinzel, Ltd., will move into premises at 32 Lancaster Mews, W.2 (PADddington 2108), where Sprite tuning will be a speciality, on 1st December.

BRITISH Columbia Trade Fair Rally will start from Montreal on 30th April, 1961, and finish at Vancouver on 6th May. Regulations will be issued in December.

*NEW FOR '61 is this latest Formula Junior Cooper (left and below) with the long, low look. In the hands of both Bruce McLaren and Tony Maggs the car chopped three-tenths of a second off the Silverstone G.P. circuit F.J. record—on its second time out!*

### THE INTERNATIONAL CALENDAR, 1961

#### LEADING BRITISH FIXTURES—1961 (AND OTHERS WITH R.A.C. PERMITS)

##### International Race Meetings

7th January: Auckland (N.Z.). 21st January: Christchurch (N.Z.). 4th February: Invercargill (N.Z.). 25th March: Snetterton.† 3rd April: Goodwood. 22nd April: Aintree. 6th May: Silverstone. 3rd June: Brands Hatch. 10th June: Toronto (Canada). 8th July: Silverstone.† 15th July: British G.P. (Aintree).\* 7th August: Brands Hatch. 19th August: Tourist Trophy. 23rd September: Oulton Park. 30th September: Toronto (Canada). 3rd-10th December: Bahamas Speed Week.

##### National Open Race Meetings

14th January: Levin (N.Z.). 3rd April: Mallory Park. 15th April: Oulton Park. 22nd May: Crystal Palace. Mallory Park. 27th May: Oulton Park. 17th June: Ulster. 7th August: Aintree. 2nd September: Crystal Palace. 16th September: Goodwood. 30th September: Snetterton. 7th October: Silverstone.

##### International Rallies

10th-12th February: Canadian Winter Rally. 31st March-3rd April: East Africa Safari. 31st March-4th April: Circuit of Ireland. 15th-19th April: Mobilgas Economy Run. 1st-6th May: Trans Canada Rally. 22nd-24th May: Scottish Rally. 13th-18th November: British Rally.

##### National Open Hill-Climbs

(For R.A.C. Championship)

27th May: Prescott. 11th June: Shelsley Walsh. 24th June: Bo'ness. 1st July: Rest-And-Be-Thankful. 27th July: Bouley Bay. 19th August: Craigantlet. 27th August: Shelsley Walsh. 10th September: Prescott.

#### The International Calendar—1961

(Other than Great Britain)

29th January: Warwick Farm (Sydney). 11th-12th February: Ballarat (Australia). 25th-26th February: Daytona Beach. 5th-6th March: Longford (Australia). 24th-25th March: 12 Hours of Sebring. 3rd April: Pau G.P. 9th April: Brussels G.P. 16th April: 1,000 kms. of Paris. 25th April: Syracuse. 30th April: Targa Florio. 7th May: Monza; Vallelunga. 14th May: Monaco G.P.\*; Paris G.P. 22nd May: Dutch G.P.\* 28th May: 1,000 kms of Nürburgring. 30th May: Indianapolis.† 4th June: Rouen G.P.; Portuguese G.P. 10th-11th June: Le Mans. 18th June: Belgian G.P.\*; Rossfeld Hill-Climb. 24th-25th June: Indianapolis Raceway. 25th June: Berlin G.P.; Mont-Ventoux Hill-Climb. 29th June: Monza.† 2nd July: French G.P.\* 9th July: Auvergne Six Hours; Trento-Bondone Hill-Climb. 23rd July: Solitude G.P.; Messina G.P. 30th July: Friburg Hill-Climb. 6th August: German G.P.\*; Karlskoga. 13th August: Pescara G.P. 26th August: Copenhagen G.P. 27th August: Klosterters-Davos Hill-Climb. 3rd September: Nürburgring 500 Kms. 10th September: Italian G.P.\*; Gaisburg Hill-Climb. 17th September: Turin G.P.†; Pontedecimo-Giovi Hill-Climb; Zeltweg. 23rd-24th September: Indianapolis Raceway. 24th September: Hockenheim. 8th October: Watkins Glen†; Australian G.P.; Innsbruck; Monthéry. 14th-15th October: Riverside. 21st October: Laguna-Seca. 29th October: Casablanca. 25th-26th November: United States G.P.\* 17th December: Cape G.P. 27th December: South Africa G.P.

\*Formula 1 World Championship.  
†Inter-Continental Cup.



#### European Championship Rallies

21st-28th January: Monte Carlo. 19th-23rd April: Geneva. 1st-6th May: Tulip. 18th-21st May: Acropolis. 27th-28th May: Mille Miglia. 12th-17th June: Midnight Sun. 24th-28th June: Alpine. 1st August: Poland. 18th-20th August: Finland. 6th-10th September: Liège-Rome-Liège. 27th September-1st October: German.

IAN BAILLIE will lead a team of Vauxhalls in the "Monte", entered from the Army School of Mechanical Transport, Bordon, Hants.

JOHN WEBB AIR SERVICES, LTD., are once again co-operating with the Monte Carlo Rally British Competitors Club for a charter flight, at reasonable cost, to the Principality.

#### MOTOR RACING DIARY, 1961

MOTOR RACING PUBLICATIONS, LTD., 62 Doughty Street, London, W.C.1, are once again producing their excellent Charles Letts diary. Bound in Plexide, in red, green, blue or brown, the diary costs 5s. (including P.T.). A de luxe edition will also be available bound in leather, at 9s. 6d. Both editions include pencils, and postage is 6d.

STANLEY BLAKE REECE held a big party at the Adelphi Hotel, Liverpool, on 10th November, to celebrate J. Blake and Co., Ltd.'s 50 years as Ford dealers.

#### DONALD CAMPBELL'S NEW BLUEBIRD

WHEN Donald Campbell arrived at London Airport on 14th November he announced that plans to rebuild his £1,000,000 Bluebird were under way.

"It will be exactly the same as the prototype," he said, "because the only reason I crashed in September was because of the surface conditions at Bonneville Salt Flats and for no other reason. The machine itself was a magnificent feat of British engineering."

The British Aluminium Company has fabricated duplicates of all the machine's aluminium components and they are already in the hands of Motor Panels, Ltd., the builders of Bluebird. The whole of the aluminium sheeting has been specially rolled at the company's Falkirk mills.

"I undoubtedly owe my life to the amazing strength of the metal," said Campbell, "and I am quite convinced that it cannot be bettered in any way."

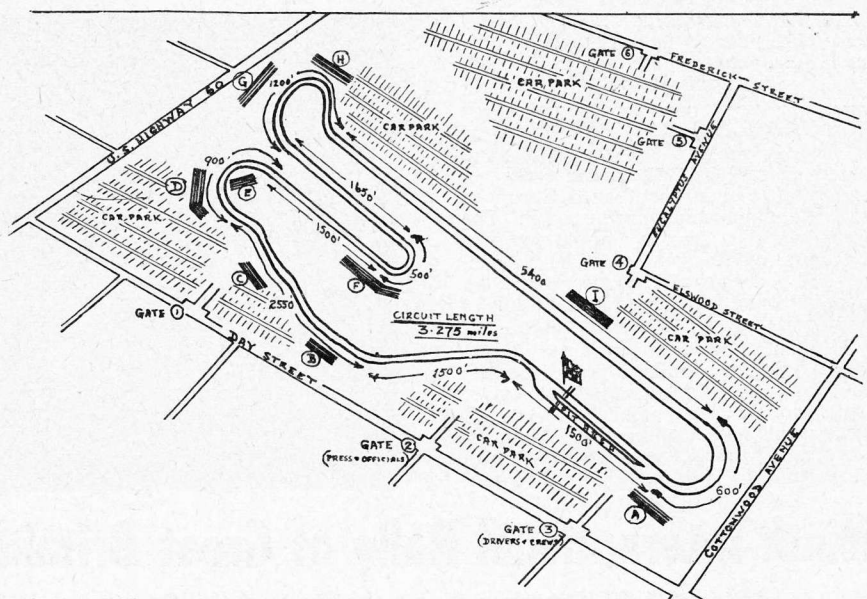
For the body skin and the pressurized chamber containing the gas turbine, an alloy of aluminium and magnesium has again been used, and most of the castings, including the gearbox, are also of aluminium alloy supplied by the Wednesbury (Staffs) factory of Williams Mills, Ltd.



# SPORTS NEWS

# SPORTS NEWS

The race is over 75 laps of the 3.275 miles circuit, and is preceded by an "Under 1,600 c.c. compact race", in which are featured Peter Harper and Paddy Honkirk in works Sunbeams. On



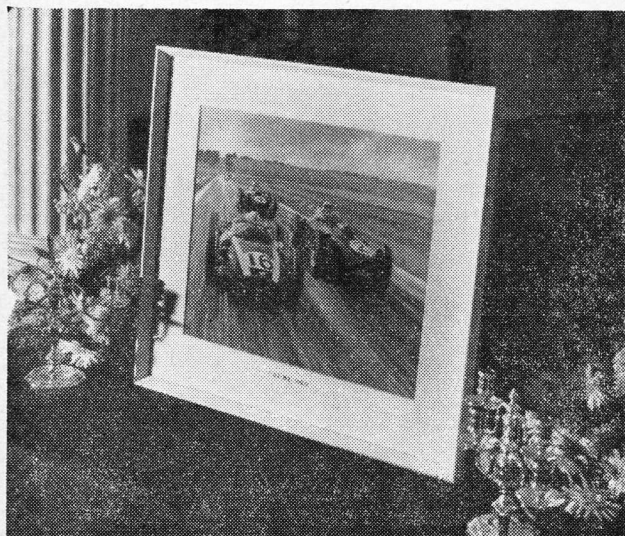
## 24 Entries for Riverside Race on 20th November Record Number of U.S.A. Drivers

Briggs Cunningham.  
Hansgen.

WEDDING bells at St. Peter's Church, Little Aston, on 17th December for Elizabeth Ann Kennedy and Richard Shepherd-Barron.

## ESSO HONOURS BRABHAM AND COOPERS

Mr. Tett announced, rather regretfully, that popular competitions chief Reg Tanner had signified his intention to retire in the near future. Reg, partially recovered from illness, was present at the reception which was attended by dozens of prominent motor racing folk.



*THE MAGNIFICENT Michael Turner painting which was presented to the Champion of the World at the recent Esso party at the Savoy.*



*CONTROL in a rainstorm. Don Grimshaw (TR3) checks in at Llangollen during a downpour. Don is competing again this year.*

THE 1960 R.A.C. Rally promises to be by far the best of the series and added interest is given to the event because the destination of both European Rally Championships hinge upon it. The event will start from a floodlit ramp in Blackpool on the evening of 21st November and will end with a series of five-lap races over the full Grand Prix circuit at Brands Hatch on 26th November.

The list of accepted entrants totals a record 177 and includes most of the best known British and Continental crews, representing 24 car manufacturers—15 British and nine Continental. Main interest will centre round the European Championship contenders Rene Traut-



## Ninth International Rally of Great Britain

**This "R.A.C." Promises to be the Best of the Series**

mann (Citroën) and the German pair Schock and Moll (Mercedes). To date Trautmann has gained 128 points, while the Germans have amassed 154; the position is that if Trautmann wins the R.A.C. outright and the Mercedes pair do not finish in the first three the coveted Championship will go to France by a single point, while a placing in the first three will secure the Germans' lead. The Women's Championship is just as close and Britain's Pat Moss and Ann Wisdom (Austin-Healey Sprite) are menaced by Ewy Rosqvist and Anita Rosqvist of Sweden in their Volvo. A Coupe de Dames victory will win the championship for Pat and Ann, while the award will give a tie should it go to the Swedes and the Championship will be decided on an analysis of the number of placings and class wins which the rival crews have achieved during the season.

Some of the entries are:

**Coupe des Dames:** Pat Moss/Ann Wisdom (Austin-Healey), 60; Ewy Rosqvist/Anita Rosqvist (Volvo), 90; Mary Handley Page/Ann Hooper (Sunbeam), 98; "Tish" Ozanne/Pat Allison (Riley), 101; Mme. Vanson/Mme. Wagner (Citroën),

84; Rosemary Seers/Pauline Mayman (Sunbeam), 21; Mrs. M. E. Corder/Mrs. D. M. Bleakley (Austin-Healey), 49; Mrs. B. Neate/Mrs. M. Porter/Mrs. O. Johnson (Volvo), 92; Anne Hall/Val Domleo (Ford), 157; and Miss P. Walker/Miss Davies (Ford), 162.

**General Classification:** Gunnar Anderson/C. Plummer (Volvo), 100; Eugen Bohringer/H. Socher (Mercedes), 82; Eric Carlsson/Stuart Turner (SAAB), 178; Paul Coltelloni/"Alec" (Citroën), 79; E. Mahle/Peter Riviers (Mercedes), 85; E. Marang/M. Badoche (Citroën), 83; J. Roostenburg/H. W. Mackenzie (Auto Union), 140; Walter Schock/Rolf Moll (Mercedes), 81; O. Swahn/F. Sagar (Aston Martin), 12; Rene Trautmann/M. Ogier (Citroën), 86; Donald and Earle Morley (Austin-Healey), 1; David Dixon/Charles Bond-Smith (Austin-Healey), 3; H. J. O'Connor-Rorke/J. Cuff (Jaguar), 6; Peter Riley/Tony Ambrose (Austin-Healey), 9; Sidney Allard/Tom Fisk (Ford), 10; Don Grimshaw/Brian Melia (Triumph), 17; Peter Morgan/D. E. J. Thompson (Morgan), 33; Brian Harper/P. E. Astbury (Morgan), 42; John Sprinzel/R. Bensted-Smith (Austin-Healey),

46; Roy Kirkham/J. P. Baldam (Austin-Healey), 51; Tom Gold/M. Hughes (Austin-Healey), 64; Gerry Burgess/Sam Croft-Pearson (Ford), 69; P. J. Berry/Jack Sears/Willie Cave (Jaguar), 72; Dr. J. T. Spare/J. F. Bailey (Singer), 91; Jimmy Gregson/J. M. Tuck (Riley), 95; Robin Richards/G. G. Davies (Riley), 104; George Jopp/Major Ian Baillie (Volvo), 107; Jimmy Ray/P. Dingley (Sunbeam), 114; Julian Easton/A. E. G. Robson (Sunbeam), 117; John Wallwork/H. Brooks (Volvo), 120; Peter Jopp/Les Leston (Sunbeam), 122; Ken Piper/M. S. Cooper (Ford), 132; Phil Crabtree/S. Woolley (Ford), 144; Cyril Linstone/M. Durnin (Triumph), 152; G. and D. Mabbs (Triumph), 155; I. D. L. Lewis/G. S. Sheppard (Triumph), 156; John Whitmore/John Makin (Austin), 165; M. Sutcliffe/D. Astle (Morris), 170; John La Trobe/T. Spiers (Morris), 177; and David Seigle-Morris/Vic Elford (Morris), 184.

### Where to See Them

Some of the places through which the cars will pass:

**Monday, 21st November:** START—Middle Walk, Blackpool, 18.00; Brough, 23.45.

**Tuesday, 22nd November:** Charterhall (Sprint), 04.30; Peebles, 06.30; Rest-and-Be-Thankful (Hill-Climb), 12.30; Fort Augustus, 16.45; cars arrive at Inverness for rest halt 18.00.

**Wednesday, 23rd November:** Cars leave Inverness 12.00 on first leg of approximately 300 miles, passing through Golspie, 14.00; Gairloch, 19.30; and returning through Inverness 22.00.

**Thursday, 24th November:** Second leg of approximately 300 miles. Fort Augustus, 01.30; Inverness, 05.00 (halt); Tomin-toul, 08.45; Blairgowrie, 11.00; Bo'ness (Hill-Climb), 13.30; Crook Inn, 15.30; Startforth (Barnard Castle), 17.45; Melsonby, 20.45.

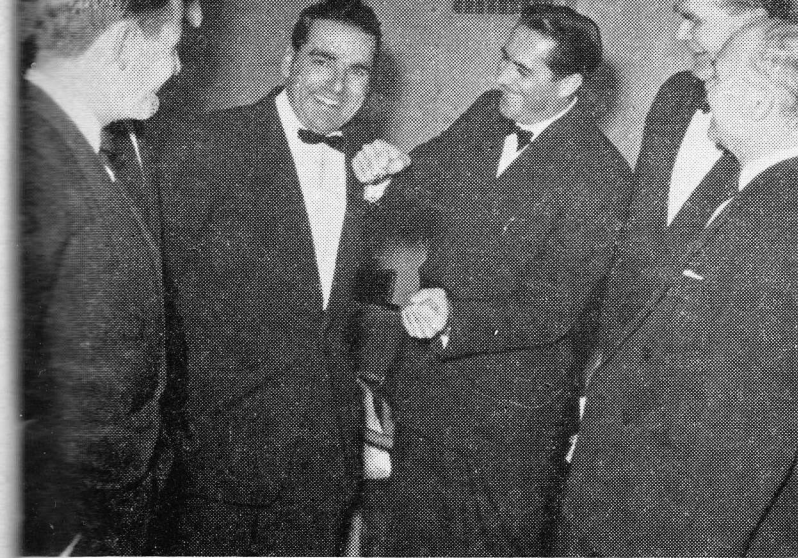
**Friday, 25th November:** Rufforth (Speed Test), 02.00; Caldwell Park (Speed Test), 04.30; Mallory Park (Speed Test), 06.30; and then to Brands Hatch, avoiding the M.1.

**Saturday, 26th November:** A series of five-lap races over the full Brands Hatch circuit.

*TYPICAL SIGHT: A long line of competitors' cars line up at the Eppynt Control.*







**HARD APORT:** Jack Brabham tells (l. to r.) Bruce McLaren, Ken Tyrell, John Cooper, J. A. Morris and Dean Delamont how he landed his plane that evening.

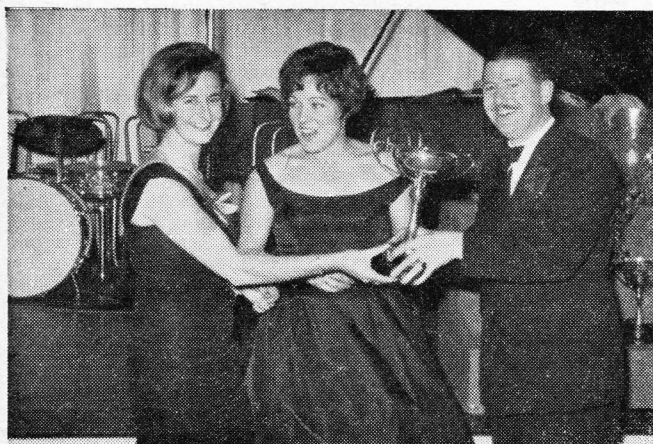


**ON PARADE:** A monocled Graham Hill with Mrs. Pina Brooks, Mrs. Hill, Mrs. Gregor Grant and Tony Brooks at the recent West Essex C.C.'s function at the Park Lane Hotel.

# B.A.R.C. Dinner & Dance ♦ W.E.C.C. Dinner & Dance

**AT GROSVENOR HOUSE**

**AT THE PARK LANE HOTEL**



**SOCIAL SECRETARY** of the W.E.C.C. John Trimble receives the Anderson Trophy (for the most service to the club) from the guests of honour Pat Moss and Ann Wisdom, who look delighted.



**MERRY TRIO:** Ladies-in-Waiting of the W.E.C.C. John Sprinzel, David Seigle-Morris and Doug Watts enjoying themselves. The bearded wonders in the background are (l. to r.) Les Leston, John Cooper and Peter Jopp.



**QUIET CHAT** between (l. to r.) Mrs. Lawson, Dick Jeffreys of Dunlop, and Mike Lawson at Grosvenor House.



**FAMILIAR FACES** of (l. to r.) Peter Jopp, Maria Caddy, Mrs. Leston and Les Leston at the B.A.R.C. dance.



*UNDOUBTEDLY the second fastest Morgan in the country, Lionel Mayman's VON 777 hurtles through a left-hander at the Ragley Park Sunbac hill-climb in the hands of its owner. The car has lapped Silverstone in under 1 min. 17 secs.*

SOME months ago a small party of pressmen spent an interesting day at Silverstone, where the range of Kieft-power conversions was presented to them. These conversions, in the main, were demonstrated on the Triumph Herald series, but among the other vehicles available for demonstration was the Lionel Mayman Morgan Plus Four, the ex-Belcher car which has been a regularly successful competitor, in the hands of Lionel Mayman, during the past season. A dozen laps or so were completed on this machine, as well as on a perfectly standard Plus Four, which was present for the purposes of comparison. The Mayman car, with the Kieftpower conversion, was so impressive that we felt that a longer mileage was desirable. Thus when Lionel Mayman offered to lend us the car for a week we accepted readily, and duly took delivery for our temporary ownership of



## A KIEFTPOWER-TUNED MORGAN

Thrilling Performance from a disc-braked Plus Four

what is, without doubt, the second fastest Morgan in the country.

Unfortunately, throughout the week during which we had the car almost continuous rain completely eliminated any prospects of taking accurate performance figures, and therefore this article must confine itself to giving impressions of what the car was like as a road machine.

Modifications to the car consisted of Kieftpower conversions 1, 2 and 2a, which, briefly, consist of a special head, complete with valves and gaskets, which can be supplied at an exchange price of £29 5s.; a modified cylinder block, which nevertheless retains the 2-litre dimensions of the standard Triumph TR engine, at a cost of £47 10s. (£20 is allowable on the existing block); and special pistons, costing £26 10s. The suspension of the car had been lowered, the whole car sitting two inches nearer the ground, while Woodhead-Monroe shock-absorbers had been fitted all round. Because of the lowered suspension a Panhard rod had been fitted at the rear end, and the steering mechanism had been modified, incorporating a three-piece track-rod. A lower rear axle ratio of 4.1 was fitted, and one of the few external modifications noticeable was a special exhaust system terminating beneath the driver's door. SU carburettors were employed, and at the time of our impression the car was running on Dunlop racing tyres.

In this trim the car has lapped Silverstone, in Mayman's hands, in under 1 min. 17 secs., and when it came to us had been untouched since the end of the racing season. The result, mechanically, of the modifications is to provide a raised compression ratio, improved gas flow in the combustion chambers and ports and a b.h.p. figure well in excess of 100 without any loss of flexibility or reliability.

Using this car as a road vehicle immediately reveals one major defect—that

of noise. The special exhaust system results in a very "rorty" exhaust note, particularly when the car is accelerating, and during the period of our "ownership" we were twice stopped and, for want of a better word, rebuked by members of the constabulary. Conversation inside the car must needs be conducted at a high level and this is not the sort of vehicle in which one wafts along, listening to the radio. Anyway, it isn't fitted with a radio!

This point apart, however, the machine is a perfectly practicable means of transport, and the enormously increased power means that journeys can be accomplished in a remarkably short space of time. The shortest stretches of straight road allow speeds of 100 m.p.h. to be indicated on the rev. counter and the disc brakes which are, of course, fitted to most current Plus Fours, will pull the machine down to a stop without fuss, even on wet roads.

Without a doubt, however, the most impressive feature of the car is the constant surge of power throughout the engine speed range. Assisted, of course, by the lower than standard axle ratio, the car will bowl along at around 2,000 r.p.m. in top gear, when depression of the loud pedal swings the needle round to 5,000 r.p.m. quicker and more easily than many lesser machines in third gear! Acceleration through the gears becomes really exciting, and the car gives a fuller appreciation of the term "a kick in the back". Careless use of the clutch will result in wheelspin on wet surfaces (we never had the chance to try it in the dry) in almost any gear at almost any speed, and a brief encounter with another sports car, which was passed very suitably in third gear, saw the Morgan snaking in a manner which caused passers-by to stare in horror. From rest to 60 m.p.h. takes approximately seven seconds, but, as we have said, the

weather precluded accurate figures being taken.

The handling of the car is superb, even when one compares it with the faultless controllability of the unmodified Morgan. It is difficult to conceive a situation in which, however clumsy or careless the driver, the car will not make up for his deficiencies. Deliberate over-enthusiasm on the exit from a roundabout resulted, sure enough, in the tail swinging wide, but a quick flick of the steering wheel brought correction without fuss.

Fuel consumption, under mixed conditions of busy traffic and fast driving on the open road, was rather high at around 16 m.p.g., throughout the week, but on one run of about 150 miles, most of which was accomplished under good traffic conditions, petrol was consumed at the rate of 19 m.p.g.

MARTYN WATKINS.

It is with great pleasure that the Committee of Surrey Group of the British Automobile Racing Club announce that as from 4th December, 1960, the Group has been granted Centre status and as from that date will be known as Surrey Centre. During 1961 the Centre will be promoting a series of sprints and hill-climbs to supplement the existing full programme of rallies and social events.

As you may know, the Group has only been in existence for just under two years and was formed in early December, 1958, when a handful of members of B.A.R.C. residing in the Leatherhead area met at the Bull Hotel, Leatherhead, in response to a notice by K. Rainsbury in the B.A.R.C. Gazette, to discuss the formation of a section in that area. This small section was officially given the title of Group by the B.A.R.C. Council and shortly other Groups were formed in other parts of the country. Due to the great response received and to the large attendance at Club nights the title was later changed from Leatherhead Group to Surrey Group. Present membership now exceeds 1,000, of which 600 are registered competition members.



*FILTHY* was the way to describe weather conditions at Brands Hatch when we drove the Worden, but the little racer coped manfully with the situation and buzzed round merrily in spite of the downpour.

WITHOUT a shadow of doubt the most successful machine racing to the Seven-Fifty M.C.'s 750 Formula during the past season has been the remarkable Worden-Austin of Tony Densham and Harry Worrall. Time and time again this car has won its race by an enormous margin. During the 1960 season the car has competed in 13 races: it has won 11 of them, and, of course, has won the Goodacre Trophy, the premier award in this class of racing. In addition, the car holds class lap records at Brands Hatch (1 min. 8 secs.), Snetterton (2 mins. 11.4 secs.), Silverstone (1 min. 20 secs.), Oulton and Bodiam. As a matter of interest, the Silverstone club circuit record was lowered during the season from 1 min. 27 secs.—something was chopped off the time pretty well every time the car raced there!

Messrs. Densham and Worrall very



## THE FASTEST 750!

### A Day Out with the Worden-Austin

kindly offered to bring the car to Brands Hatch in order that I might drive it, and on the last Saturday of the Motor Show they, the car and I duly set off for the Kentish circuit. Unfortunately, this was another of those so-frequent days when the heavens opened—and stayed open, and long before we arrived the track was almost awash, with no sign of the rain stopping its relentless downpour.

The Formula under which this car is constructed is a rigid one, requiring that a large number of chassis and suspension parts of the pre-war Austin Seven shall be used, as well as the engine from one of these cars, subject, of course, to the usual 750 modifications. Now then, having acquired the necessary components, how does one construct a racing sports car as successful as this one? In the first place, obviously, one must have a great deal of know-how, and an equally large amount of patience. Taking the chassis first, in the case of the Worden this is a tubular frame, incorporating, as required by the regulations, the original chassis side-members. A swing-axle front end is used, incorporating Austin Big Seven parts, with Ford 10 radius rods and Lotus Eleven coil spring/damper units. The steering box comes from a 105E, centrally mounted, and the steering column has a single universal joint. The rear axle comes from a 1937 car, having a ratio of 5.25:1, and the rear end of the frame is cranked up to provide a low seating position with flat rear springs. Adjustable Koni shock-absorbers are used at the rear, and 15 ins. wheels are used all round. Braking system is hydraulic, with twin master cylinders, and finds its origin in a Morris Minor. A low nose is achieved by the use of a cross-flow radiator, the dimensions being only 15 ins. x 10 ins., with a remote header tank. A two-gallon fuel tank is fitted at the rear of the car.

The body, which consists of single-curvature panels, is in 20 gauge alloy,

with a 22 gauge undertray on which, in effect, the driver is seated.

The engine comes from a 1932 Austin, with a  $1\frac{1}{8}$  ins. crankshaft, and lubrication on the "spit and hope" principle. Ulster con-rods are used, each rod having some  $\frac{1}{8}$  in. end float, with fully-floating gudgeon pins and plus 18 thou. pistons. An Ulster camshaft drives a modified Coventry Climax distributor and a Stuart Turner water pump. Two  $1\frac{1}{8}$  ins. SU carburettors are fitted, the cylinder head is a modified L.R.M. fitting (designed by Roy Lee, another successful 750 Formula man) and exhaust gases are removed through four pipes of tuned lengths. Inlet valve diameters are  $1\frac{1}{8}$  ins., the valves being moved in towards the bore in offset guides. The valve gear is extremely light, and the fly-wheel has been lightened to roughly half its normal weight! The gearbox contains ultra-close ratio gears, and the clutch is typically Austin Seven, with an abrupt, in or out movement.

The complete car weighs some six cwt., and comes to the line weighing about  $7\frac{1}{2}$  cwt. including fuel, oil, water—and driver! It has, in fact, been calculated that the power to weight ratio is similar to that of a 2½-litre Cooper-Climax!

Still with the rain lashing down, the car was unloaded from its trailer, started up and warmed. Here, however, we ran into a snag: there was so much water about that the engine would only fire on four cylinders occasionally, and after spending much time trying to sort it out, we decided to take the Worden out on to the circuit for a couple of laps to see if the unwilling cylinder would begin to work.

Seldom can there have been such impossible conditions for testing a car. It says a great deal for the steel nerves of Tony Densham and Harry Worrall that they stayed to watch, and in fact fast lapping was out of the question. At one point on Kidney Bend there was so much

water running across the course that the car felt as though it was being moved bodily sideways.

Eventually the little power unit ran as it was supposed to run, and a marvellous surge of power there was too. Throttle control under the conditions became a delicate operation, for too sudden an opening of the taps provoked wheel-spin, a slide or both. The handling appeared to be first-class, although the owners freely admitted that the tyre pressures had been set by guesswork for wet-weather motoring. The driving position was excellent, the fact that it fitted me personally making an extremely uncomfortable trip slightly less uncomfortable, while the steering was delightfully light and precise, the merest touch sufficing to correct incipient slides, while the car gave a feeling of perfect balance. Less fortunate was the gearbox, which had an unpleasant tendency to jump out of third speed, while the knack of smooth changing defeated me, at any rate. Despite everything that the weather could do, the time seemed all too short before the man waved the flag, and the cars were called off the circuit to let the intrepid motor-cyclists have a go.

MARTYN WATKINS.

VAUXHALL now offer two anti-mist panels, one of them the largest panel of the kind available. They are completely transparent plastic sheets, incorporating self-adhesive seals, designed for fitting in the appropriate position on the inside of the rear window. The sealing strip is claimed to have exceptional adhesive powers, which give a perfect and long-lasting seal.

The transparent sheet is held away from the window glass by the sealing strip and two "buttons" formed in the plastic: the principle of operation is that the trapped layer of insulating air prevents inside condensation and combats the formation of ice on the outside of the window section covered by the panel.

The larger of the two new Vauxhall panels measures 35 ins. by 14 ins., and costs 39s.; the other, 25 ins. by 10 ins., is priced at 19s. 6d. They are available from Vauxhall dealers.



**RUNNER-UP** in the Hewison Trophy competition is Cecil Vard (Austin 7). He has won the Kilkenny Winter Trial and the M.G.C.C. Night Trial and has many class places to his credit.

**T**HE official list of placings in the 1960 Sexton Trophy Competition has arrived from the R.I.A.C., and is as follows: J. J. Flynn, 172½; R. Barrett, 153½; K. Diffley, 141; W. E. T. Bradshaw, 130½; M. G. O'Brien, 119½; E. W. Ward, 102½; D. R. Hunter, 99½; J. C. duMoulin, 96½; K. B. Monks, 88½; J. S. Moore, 86½. The first 10 places in the Saloon Car Sexton, which was inaugurated this year, are: R. Barrett, 116½; J. C. duMoulin, 96½; M. G. O'Brien, 94½; R. Redmond, 64; J. S. Moore, 62½; D. Cullen, 43; P. D. Kramm, Miss R. Smith, J. Shine and C. Vard.

Joe Flynn had a very good season with his 1½-litre Gordini, his best performance being in the Leinster Trophy at Dunboyne in July, when he came in fourth on handicap behind the three English-driven F2 Coopers. He has won the coveted Sexton Trophy on several occasions in the past, and he has also filled the runner-up berth during most of the years that he has not won it



## REPORT FROM EIRE

BY BRIAN FOLEY

outright. Undoubtedly the sensation of the 1960 speed season was the combination of Kerryman Dick Barrett and his self-tuned Austin A35. At one stage Barrett led the Sexton Trophy, and although he missed out the qualifying Corkscrew Hill-Climb he eventually finished second overall, as well as being a clear-cut winner of the newly established Saloon Car Sexton. Third in the Sexton went to the bold Kevin Diffley and his M.G. twin-cam. Bill Bradshaw, who won the Sexton in 1956, 1958 and 1959, was down to fourth place this year. Bill parted with his reliable A.C.-Bristol in mid-season, and did a number of events in a Colin Murray Lotus-Climax. He purchased the Lotus Fifteen from Malcolm Templeton in July, and is at this moment enjoying the sunshine in South America, where he is doing some of the sports car races. Neither Dan

McAlister or Reg Armstrong appear in the first 15 in the Sexton results. McAlister was out of racing until he obtained his F2 Cooper-Climax in mid-August. Armstrong did a few of the early hill-climbs in an NSU Prinz 30, and in September he made his debut at the wheel of a new Formula Junior Lotus-Ford. Both these men should be well in the game next season. Incidentally, Reg Armstrong Motors, Ltd., are now the Eire Lotus concessionaires.

As already mentioned, Dick Barrett walked away with the Saloon Car Sexton (a somewhat unimposing name for the Eire Saloon Car Championship). Second behind Barrett came Johnny duMoulin with his very non-standard Simca, and third was Dr. Gar O'Brien with his rapid VW. Reggie Redmond used his six-years-old DKW to finish fourth, only 1½ marks in front of Johnny Moore who

used an Austin Seven which was enlarged to 948 c.c. for most of the season. NSU drivers, with a handicap of only 583 c.c.s and lack of suitable bits and pieces for "hotting", did not concentrate on speed events. Nevertheless, Des Cullen did manage to finish sixth, in front of Peter Kramm who was easily the "star turn" of the season in both a Mark VII Jaguar and in an M.G. Magnette.

The 1960 season was notable for the number of hill-climbs, 11 in all. Certain people would have at least half of these events scrapped in favour of one or two good club race meetings. Certainly a venue for club racing is badly needed, where the novice driver may have a bash. Dunboyne is a bit of a hairy circuit for novices, and yet a few novices cut their racing teeth there this year. I believe that a certain Dublin club are making negotiations for such a circuit, and if all goes well they hope to run two meetings next year. Traffic, especially in country places, is not very heavy in Ireland and surely some of the country clubs, especially in the South-East, are now sufficiently experienced to promote a club race meeting. According to reports, two circuits are there more or less for the asking. The one major factor that is, not unnaturally, holding back several clubs is the high cost of promoting any speed event. Perhaps the solution now is a few sponsors?

Ireland will be represented in the R.A.C. Rally by a team comprising both Circuit of Ireland winner Adrian Boyd and last year's winner and runner-up this year, Kevin Sherry. They will both drive Volkswagens. The team will be completed by Gordon Garrey who will drive an M.G. twin-cam which is being entered by his family motor business in Aberdeen, Scotland. Garrey has been residing in Ireland for some years. He will be navigated by Jim Cullen, who is



**SLIDING** round a pylon in the Tyresoles Cup Trial is Peter Kramm (Austin-Healey Sprite). He was second in his class and earlier in the season won his class in the Rhodes Cup Trial.





probably the best Irish navigator for some years.

If current Irish newspaper reports prove true, then we shall shortly be exporting "fibreglass cars" to the U.S.A. Mr. W. K. Curtis, managing director of Shamrock Motors, Ltd., who is a member of the Wilbur Curtis Co., Inc., of Los Angeles, California, has obtained premises in Castleblayney in Co. Monaghan to assemble a car known as the Shamrock. This Austin-engined car has been hanging about for some years now in prototype form and was previously to be assembled at Killarney.

#### HEWISON TROPHY

As a change from the host of events held last season, only 10 events count for the 1960/61 Hewison Trophy Competition or, in simpler terms, the Eire Trials Championship. These 10 events are as follows: Circuit of Clare Rally, 2nd October; Kilkenny Winter Trial, 23rd October; Connacht Winter Trial, 27th November; Ascot Cup Trial, 10th December; Munster Relic Cup Trial, 14th January; D.U. Winter Rally, 28th January; Monaghan Trial, 4th February; M.G. Experts' Trial, 18th February; Lincoln and Nolan Cup Trial, 3rd March; and I.M.R.C. Spring Trial, 17th March.

Seven of these events are tests trials, two are navigation rallies, and the Ascot Cup Trial is the sole surviving "mud plug" or observed section trial. Each driver's best seven trials are taken into account to decide the Hewison victor.

At this very early stage it would be an impossible and foolhardy task to forecast the winner, but it is almost certain that he will come from the Specials, or the NSU/Austin Seven classes. The leading trio last season was Seamus Griffen (Griffen-Ford), Desmond Cullen (NSU) and Cecil Vard who started the season with a Triumph Herald coupé

**MAN TO WATCH:** In his first three events with his new Sprite Gerry McNamara has taken three awards. Here he is seen in the Tyresoles Cup event.

and who finished with an Austin Seven. All three should be well in the running again this season, but the opposition is hotter than ever before. Unfortunately the Volkswagens will more than likely be handicapped out of it again this year, due to their rather large size which is a decided disadvantage in the tests trials. Some of the tests last season were in effect only benefits for the Specials and "Mickey Mouse" cars. The inclusion of only one very tight test in a trial literally puts paid to the chances of a VW driver of winning a Premier Award. There is scarcely much that can be done about this unfair situation, but I wonder if the clubs have given much thought to the matter? The men from the wee North have ably demonstrated the capabilities of the sporting little Austin-Healey Sprites in tests trials. At last these cars will be seen in Southern hands, and it would not be at all surprising to see some of the better-driven Sprites finishing high up in the Hewison results.

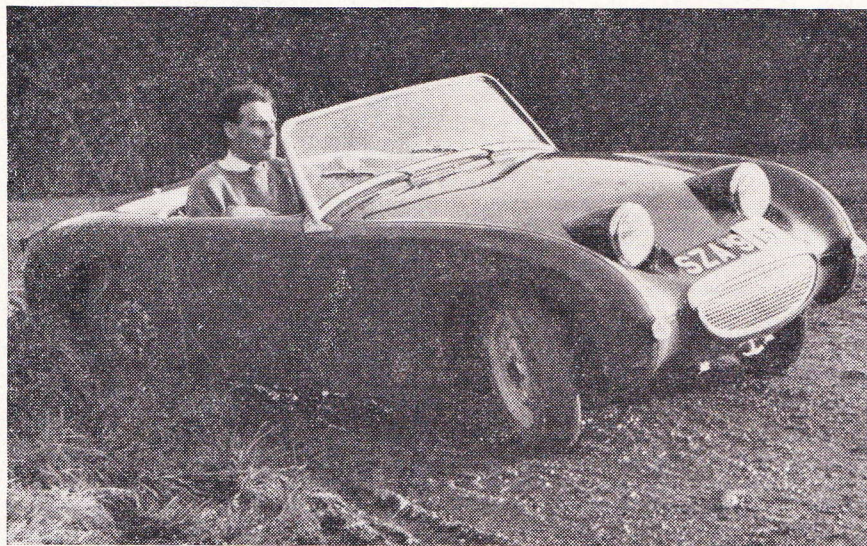
Last season some Northern drivers

**LEADER** of the Hewison Trophy competition is Desmond Cullen in his NSU Prinz 30. He won the Circuit of Clare Rally and was second in the Kilkenny Winter Trial and in three other events during October.

competed successfully in certain Hewison trials, although they are not eligible for the Hewison Trophy as it is confined to Southerners. Therefore in calculating Hewison marks, Northern drivers' overall placings should be completely disregarded. With this present system it could possibly arrive at the positively ridiculous situation where a Southern driver could arrange for a contingent of hot Northerners to compete in any particular Hewison trial to endeavour to keep a fellow Hewison contender out of the top placings. Not likely, but highly possible!

With such keen competition in Eire trials, the novice or beginner, or for that matter the veteran who has lost his touch, has little hope, if any, of collecting an award or souvenir for his efforts. This is particularly true of the small saloons class where the privateer may be battling directly with several "works supported" drivers. This class often has an entry of up to and over 20 cars whereas the specials/sports class may have only three entries. Nevertheless only three awards are given for each class, which is surely unfair? Perhaps therefore the time is now ripe to grade drivers according to experience and the type of machine being driven. Drivers would have to be regraded at least once a year, but it should be a simple matter to upgrade a driver dominating any particular class, even in mid-season. This practice has been common in motor-cycle trials for some years, and also in Formula Junior, and it does not seem to present any difficulties. Grading could be based on the Hewison results, and/or clubs could return a full list of finishers, with their marks, for each trial, to the R.I.A.C. It should not be a monumental task and is it not worth a try at least for a season?

Before closing this commentary, I would like very much to make an appeal to country clubs, in particular, to endeavour to speed up their tests trials. Eight hours of hanging about to do a total of seven or eight tests may be very sociable, but it can also be very cold.





*LAST HILL is tackled by Frank Lewis, who made one of only three clean climbs on this section to make sure of a win in a difficult trial.*

of wet grass the course started with a downhill run to a long left-hander with an acute adverse camber, ending with a steep uphill climb. Here Frank gave a masterly demonstration of trials driving as applied to the conditions, and scored the only clean climb of the day, the next best performances being those of John Deeley ("5") and Mike Cannon ("6")!

Section five started with a slight downhill grade, leading into a shallow bowl, the course climbing up and out to turn sharply right; then came a swing to the left and a steep uphill climb. This, in common with most of the day's hills, stopped the entire entry, Charles Pollard making the best effort to reach "5", while those who reached "6" included Holdrup, Lewis, Lindsay, G. L. Hobson, Cuth Harrison, Ron Kemp, A. P. Harrison, David Paul, Alec Francis, John Harrison, Frank Wall, Ivor Portlock, John Deeley, Mike Cannon, Rex Chappell and T. A. Marshall.

The sixth hill was on the other side of the field, and started with a section of more or less level ground leading to a steep bump, a kink to the left and a steep finish. Best here was "3", achieved by J. S. Jenkins, David Render, Charles Pollard, Frank Wall, Ivor Portlock, J. A. McLaughlin and T. A. Marshall. This was definitely a hill which improved during the day—one of the few—as, out of the first half of the field, only Ron Kemp did better than "5".

The seventh hill was similar, but with a sharper left-hander which cropped up sooner. Here "5" was the best, Holdrup, Warr, Hobson, Needham, H. Smith, Mike Hazlewood, L. Hurt, Francis, Rob Davis (in his new Matchless V-twin-engined car), John Harrison, Render, Pollard and Wall reaching this point. Hill number eight was another which added impetus to Frank Lewis's perform-

## Frank Lewis Wins The Chase

### A Fine Performance Under Difficult Conditions

THE Shenstone and District C.C.'s Chase Trophy trial, held in the Draycott-in-the-Clay, near Uttoxeter, Staffs, district on 6th November, resulted in a clear 12-mark win for Frank Lewis after an event in which the majority of hills were totally unclimbable, following a day and night of torrential rain. Without a doubt it was a day on which those running under early numbers held a distinct advantage over the later runners, and Frank Lewis took full advantage of this (he was No. 2 in the entry) on a week-end in which he was in absolutely sparkling form. On the previous day, as reported in last week's issue, he had made best individual performance in the London M.C. Television Trophy trial.

Some 45 cars were entered for the event, which provided more justification in an absolute sense for the term "mud-plugging" than has been seen for a long time. With the exception of a small number of hills during the afternoon, the surface for the trial consisted of grass, rapidly cutting up to slimy mud with the passage of cars.

First of the morning's hills started on a slight descent, which led into a steep down-grade to a hairpin left-hander. Then came a steep rise to the top of a bank, the surface being formed of grass, of course, and wet dead leaves. Best performances here were those of Gordon Holdrup, David Paul, Jim Berry and Ernie Chandler, all of whom reached "3", while no fewer than 17 cars reached "4".

The second of the morning's hills was ultimately scrubbed, as much as anything else because cars bogged at the bottom caused enormous delays while

crews and marshals tried to extricate them.

The third hill started on an adverse camber, to turn left and run downhill through a shallow gully. At "7" came another left turn to climb a bank, this corner making the fiddle-brake a necessity. Best performances here were those of Ken Lindsay, W. G. Warr, Ralph Needham and John Harrison, who reached "3", while Frank Lewis was among a large number who stopped at "4".

It was on the fourth hill that Frank Lewis came into his own. On a surface



*DETERMINATION shows on the face of Eric Jackson, who found himself running too late in the entry to stand any chance of success save by a miraculous performance.*



ONE of the few hills to provide a change from an almost universal grass surface was the 17th, which Mike Cannon here tackles. He made a clean climb here but was also penalized by a late number.

ance. The start lay in a deep hollow, whence a straight path ran up a steep, grassy bank, crossed at the half-way point by a diagonal footpath. Frank Lewis romped up to "3" here, while the next best attempts came from Holdrup, Lindsay, J. Phillips, Paul and Chappell, all of whom reached "5".

The ninth hill was one of those tricky ones on which, if a car reached anywhere near the top, it was reasonably certain that it had clipped a marker in doing so! The start ran down into an adverse-cambered hollow, out of which the course swung left, up a bank, ran level for a space before curving right and up another bank. Among those who made good climbs, but suffered the misfortune to hit an early marker, were Charles Pollard, Alec Francis and John Harrison. Frank Lewis made a perfectly clean climb, as did Cuth Harrison. Next best performances were from John Harrison and Gordon Holdrup, both of whom reached "3".

Section 10, which provided some of the most glutinous mud to be found in Staffordshire, was one of those long, curving hills where the gradient is gentle but the grip practically non-existent. Nevertheless clean climbs were recorded by Gordon Holdrup, Frank Lewis, J. Phillips, Cuth Harrison, David Paul, Charles Pollard, Frank Wall (to the accompaniment of rattling big-ends), Ivor Portlock, John Deeley, Edward Harrison, Jim Berry, Mike Cannon, Rex Chappell, Ernie Chandler and T. A. Marshall.

This concluded the morning group of hills, and already Frank Lewis was clear ahead of the field, having lost a total of only 28 marks.

For the afternoon a new group of hills was used, one or two of these incorporating a change of surface from grass for the first time. First of these was a straight run up a grass bank to a left-hand turn, followed by a very steep rise. The grass surface quickly churned up into wet mud. Only one crew managed to do better than "5" on this one, this being the car of Alec Francis, which reached "4".

Hill No. 12 was a long one, still on grass, the course curving and climbing away to the left on an adverse camber—a hill on which a car had to be urged a long way for a single mark. Best performance here was again that of Frank



Lewis, who reached "3", while good tries were made by Cuth Harrison and Eric Jackson, both of whom reached "4".

Section 13 was the most enormous fun, and was in the nature of a special test. Broadly, it consisted of two and a half laps of a sort of "wall of death" around the bottom of a crater, competitors being timed from the starting signal until the cars stopped moving.

Hill 14 was one which amply repaid a reconnaissance on foot and the only man to do this also scored the only clean climb. The start was in a patch of wet mud, the course then climbing steeply up a short grass bank with a continuous right-hand curve. Success here was registered by Gordon Holdrup, with Frank Lewis the next best with "3". Gordon also scored the only "clean" on the 15th hill, a short and very steep climb starting from a dip, and once again Frank Lewis reached "3" for the second best climb.

Hill 16 started on a very gentle gradient, leading into an adverse-cambered left-handed swerve before climbing up to the finish; the ground here offered no grip at all, but nevertheless cleans were registered by Holdrup, Lewis, Hobson, Smith, D. W. Allen, John Harrison and Eric Jackson. Of the rest of the field, few bettered "8" or "9".

The 17th hill provided a variation on the eternal theme of grass, with a course running under trees on a surface of leaf-mould. The start was on the level, the course then leading up a twisting path

between trees with one in particular precluding a fast start. No one bettered "8" here, so difficult was the hill, this figure being achieved by Frank Lewis, Ron Kemp, David Paul, Alec Francis, John Harrison, J. S. Jenkins, David Render, Charles Pollard, Ivor Portlock, Mike Cannon, Ernie Chandler and T. A. Marshall.

The 18th hill was another of those which disappear into the far distance. A deep ditch immediately after the start led into a long, straight run on a steep gradient, with a grass surface. This hill was peculiar in that sufficient grip was afforded on one side of the course but none at all on the other, and those who were successful all discovered this fact in time. Clean climbs were recorded by Holdrup, Lewis, Lindsay, Smith, Cuth Harrison, A. P. Harrison, Hurt, Francis, Jenkins and Jackson, although several competitors were beaten at "1" or "2".

Section 19 took the cars back under the trees again, starting on a long adverse-cambered left-hander, then running uphill with a kink to the right. Best climbs here came from Frank Lewis and Rex Chappell, each of whom reached "6", while there were several crews who reached "7".

Last hill of the day was similar, with the same sort of adverse-cambered left-hander at the start leading through a twisting "S" bend to a finish which ran up a steep grass bank. Clean climbs came from Frank Lewis, Alec Francis and Ivor Portlock, while several cars were stopped only at the last few inches.

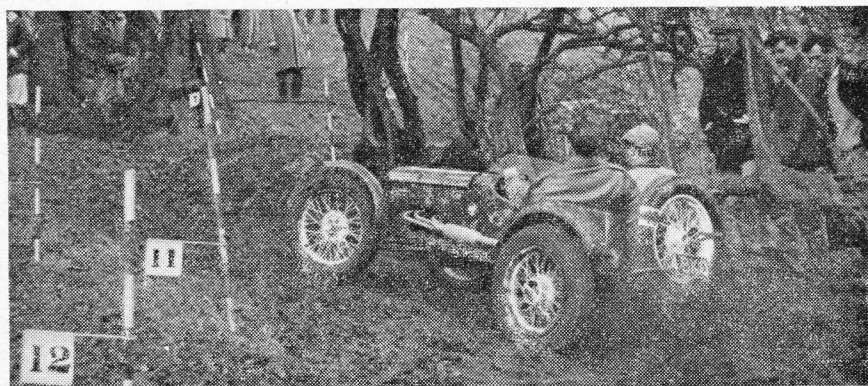
The trial had been an obvious win for Frank Lewis all the way, although he was given a fair run for his money by Gordon Holdrup, who upheld the honour of the south to take second place.

MARTYN WATKINS.

#### Results

The Chase Trophy (best performance): F. T. Lewis, 56 marks lost. First Class Awards: G. Holdrup, 68 marks lost; J. F. Harrison, 83; T. C. Harrison, 84; K. B. Lindsay, 91. Second Class Awards: A. W. Francis, 93; I. Portlock, 96; R. F. Chappell, 96; C. W. Pollard, 96. Rugeley Bowl: J. Deeley, 102 marks lost. Committee Cup: W. G. Warr, 107 marks lost.

ROUND, through and up goes T. A. Marshall, but the lack of grip stopped him with only a short distance to go to the top.







## Endurance in South Africa

### Third South African Nine Hour Endurance Race—John Love Wins at Record Speed

THE first South African Nine Hour Endurance Race organized by the Sports Car Club of South Africa and held in 1958 proved to be an unqualified success. The 1959 event established it as one of the most important events on the South African calendar and the 1960 event raised its status to second only to the South African Grand Prix. Added importance was given to it this year by the fact that the *Rand Daily Mail* guaranteed it financially. This made such a difference that the organizers were forced to pick and choose from the fantastic number of entries. The full quota of 36 cars which is the maximum allowed by the R.A.C. was thus able to take to the track.

Both of the previous Nine Hours featured one particular car of more than normal interest and the 1960 event maintained the tradition. In the first Nine Hour it was the Scuderia Lupini 3-litre Ferrari. The car was, however, a disappointing failure and the race was won by Ian Fraser-Jones and Tony Fergusson in a Porsche Carrera. In the second Nine Hour it was Louis Jacobz's A6GCS 2-litre Maserati. This car could have been the winner but it was retired with suspected frame damage which did not exist after an excursion off the track. This year it was a Lotus Fifteen fitted with a 1,500 c.c. Conrero modified Alfa Romeo engine. Ranged against this potent combination was the ex-Fraser-Jones Porsche Spyder and a number of other machines of considerable potential most notable of which was the Dart Climax which won last year. An interesting entry which unfortunately scratched at the last moment was the Gomes Pinheiro XK 150S Jaguar from Laurence Marques.

*SECONDS after the start, Bill Fergusson is the first to pull off. John Love in the Porsche Spyder can be seen struggling to get it going while Gene Bosman in the Lotus-Alfa is already pulling off.*

The complete entry list read as follows:—

W. Fergusson/F. Rundel (M.G.A twin-cam); M. Morelli/T. Chouler (Austin-Healey 6); D. Gous/J. Love (Porsche Spyder RS); E. Pieterse/E. Bosman (Alfa Romeo-Lotus); J. Holme/W. Dunlop (Dart-Climax); H. Carrington/C. Fergusson (Dart-Climax); D. Wright/G. Mennie (Lotus-Climax XI); L. Cruickshank/R. Kelsey (M.G.A twin-cam); D. Roux/C. Lennox (Porsche Carrera); L. Serrurier/S. Viljoen (Alfa Romeo Sprint Speciale); N. Austin/R. van R. Beerstecher (Triumph TR3A); I. Fraser-Jones/A. Fergusson (Porsche Carrera); G. Roe/C. Williamson (M.G.A); V. Bath/G. Griffin (Austin-Healey Sprite); E. Glasby/J. Pfaff (Austin-Healey Sprite); H. Potgieter/H. Muller (Chevrolet Corvair); J. Hettema/G. Xanthides (Alfa Romeo T.I.); E. van Bergen/C. Celliers (Alfa Romeo T.I.); P. Porter/W. Moyes (Fiat 2100); M. Lupini/N. Payne (Volvo Sport); P. Theobald/W. Frisby (SAAB G.T.); J. Lungmuss/D. Fordham (SAAB G.T.); R. Carr/J. Peel (Hillman Minx); C. Burford/A. Porter (Fiat Abarth); W. Johnstone/P. Huxtable (Volvo 544); J. Mellet/P. Steenkamp (Auto Union); L. Gillinsky/I. Houliston (Simca Aronde); P. Dal Bianco/R. Rosen (Simca Aronde); J. Mason-Gordon/J. Myers (Lancia Appia); D. Hume/G. Volkwyn (Morris Mini-Minor); N. King-

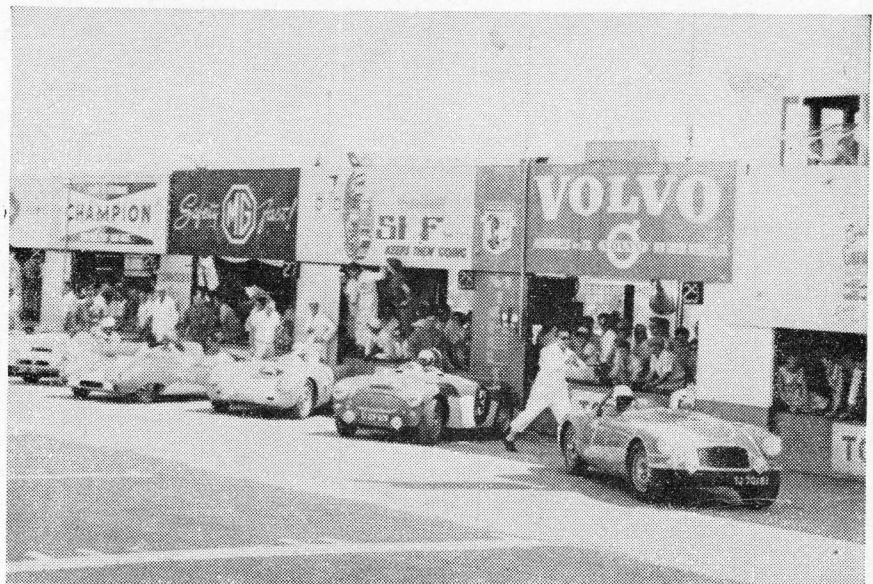
*EVENTUAL winner John Love, who started as favourite, is seen leaving Members Bend during his superb demonstration of driving skill.*

will/D. Clapham (NSU Prinz); S. v.d. Merwe/R. Bird (NSU Prinz); H. Boyden/I. Lupini (Renault Dauphine Gordini); A. Woodley/M. de Beer (Goggomobil T700); J. Andrews/L. Cloete (Goggomobil T700); D. Robinson/J. Conchie (Fiat Abarth).

The Porsche Spyder of Dawie Gous and John Love (newly returned from a most successful European tour) was the general favourite as most people were fully aware of its capabilities and the fact that Love was to drive it certainly added weight to this view. The Alfa-Lotus was an unknown factor and the general opinion was that it would not last the distance. It certainly seemed probable that this would be the case as Grand Central is notorious for its bumpy surface and the Lotus did indeed suffer from a broken wishbone in practice. The Mennie/Wright Lotus, on the other hand, had an enviable list of successes on this track and could not be discounted as a potential winner. The Carrington/Fergusson Dart-Climax which won last year was known to have a performance equal to that of the Lotus and also presented a strong threat. The other most notable entries were the two Carreras, the Sprint Speciale (which won the six hour at Pietermaritzburg earlier this year), the other Dart-Climax and the Fergusson/Rundel "twin-cam". Strong favourites for the Index of Performance were the Fiat Abarths. Their strongest opposition were the NSUs, the Goggomobils and the Dauphine Gordini. No fewer than 13 teams were after the team prize. There were two Alfa teams, a Porsche team, Climax, Sprite, Fiat, Volvo, SAAB, Simca, NSU, Goggomobil and two Scuderia Los Amigos teams, the latter composed of a group of enthusiasts who had entered purely for the fun of it.

A modified Le Mans type start was used, with runners handing each driver the keys of his car, so as to enable those drivers who wanted to use safety belts to get off as quickly as those who didn't.

At 2 p.m. exactly the editor of the *Rand Daily Mail* dropped the national flag and the race was on. Bill Fergusson in the modified "twin-cam" was the first to pull off with Gene Bosman right





*IN THE HALF-LIGHT: Ernest Pieterse is seen negotiating the kink in the straight as dusk falls across the circuit.*

behind him. Rob Kelsey in the other "twin-cam" was right behind them and Chris Fergusson in the Dart-Climax followed him. The only car to remain on the line was the TR3 but it managed to leave only 10 seconds behind the rest of the field.

As they went up the back straight Bosman led from Love, who had moved up very fast, Bill Fergusson, Chris Fergusson, Kelsey, Morelli, Roux and Glasby. At the end of the first lap the Lotus and the Porsche were already well ahead of everyone else. On lap two Chris Fergusson passed Bill Fergusson and Roux passed Kelsey. Dave Wright at the wheel of the Lotus XI really put the pressure on on the next lap and moved up ahead of Roux. Lap four saw the RS on the Lotus's tail and on lap five Love passed Bosman to take a lead which he began to increase at the rate of about two to three seconds per lap. By lap six the race order was: Love, Bosman, Chris Fergusson, Wright, Roux, Fraser-Jones, Holme, Viljoen, Bill Fergusson, Kelsey, Morelli.

At 2.15 Wright passed Fergusson to take third and Holme passed Fraser-Jones. Shortly thereafter Roux collided with the NSU driven by v.d. Merwe and both cars had to make pit stops to have their bodywork straightened out and as a result Roux dropped right back. At 2.20 Bill Fergusson dropped out, the "twin-cam's" clutch lining having disintegrated and at 2.26, only 26 minutes after the start, Love lapped Wright who was in third position. Among the cars that were battling for the Index, the Clapham/Kingwill NSU was already way ahead and by 2.30 had exceeded its set distance by 16 per cent. Second to it was the RS.

At 2.35 the Sprint Speciale had its windscreen shattered by a stone thrown up by another car and had to make a pit stop in order to have the remains thereof, and the rear window as well, removed. This was very bad luck as the car had been lying well up at the time. Two more cars made stops between 2.30 and 3 o'clock, the Simca driven by Dal Bianco and Fraser-Jones's Porsche Carrera. The former was overheating and the latter had to have its rear brakes adjusted.

After one hour's racing the positions were:—

1, Love, 34 laps; 2, Bosman, 34 laps; 3, Wright, 32 laps; 4, Fergusson, 32 laps.

**On Index:** 1, NSU, 112 p.c.; 2, Dauphine, 108 p.c.; 3, Fiat Abarth, 107 p.c.

At 3 p.m. Mike Morelli brought the Healey, which had been misfiring, into the pits. A complete plug change was carried out and the car set off again sounding as fit as a fiddle. At 3.10 Dal Bianco brought the Simca in for the second time and a few minutes later it was pushed off to the dead car park with a seized engine. At 3.22 Love caught right up to Bosman and a few moments later passed him as they went under the bridge to put the Porsche a lap ahead. It began to look as though the Lotus had been very much over-rated and that the Porsche would be a comfortable winner, but this was not to be.

At 3.56 Bosman called in at the pits, and Love went past during the delay to gain a two-lap lead. In one and a half



minutes the Lotus was off again with Ernest Pieterse behind the wheel. At 4.04 the Porsche pitted, leaving after only one minute, but Pieterse had managed to go past all the same and the Lotus was back to one lap behind. With Gous now driving the Porsche, we saw a complete reversal in performances. Ernest Pieterse really put his foot down and by 4.23 had managed to move right up on to the Porsche's tail. In a few more moments he was past and the Lotus was back on the same lap as the Porsche, and reducing the latter's lead at the rate of four seconds a lap.

Dave Wright stopped at the pits at 4.19 to hand the car over to co-driver Mennie who left at 4.22. Despite this comparatively long stop, the Lotus was secure in third place with a four-lap lead on its nearest rival, the Sprint Speciale, which now had Doug Serrurier behind the wheel. By 4.30 Gous and Pieterse had each covered 85 laps, Mennie 80 and Serrurier 76. The De Beer/Andrews Goggomobil had taken the lead on Index and the remaining Simca had retired with a dropped valve.

At approximately 4.40 the Hillman Minx came unstuck at Exide Bend. The car rolled but fortunately the driver was unhurt. After motoring slowly around to the pits, the car was checked by the scrutineers and pronounced fit. It continued though minus its windscreen. At 4.45 the Chevrolet Corvair suffered a similar fate to the Sprint Speciale and by the time it returned to the track there were no less than three cars minus windscreens. The Dart-Climax, which was now in the hands of Hugh Carrington, was not going as well as had been expected and at 4.49 began to sound a little rough. It had already had trouble with a loose Panhard rod and had dropped quite a long way behind and two subsequent stops to have a loose exhaust and a defective fuel line repaired dropped it even farther back.

While all this was going on, the Alfa-Lotus had been catching up at a tremendous pace and at 4.55 was only 30 seconds behind the Porsche. At 5.08 it was right on the Porsche's tail and subsequently passed it to take the lead.

Shortly after this, the Hillman lost a wheel at Exide Bend again and a lot of time was lost while its driver

walked back to the pits to collect a new one. The Fraser-Jones/Fergusson Porsche, which was now being driven by the latter, also ran into difficulties and had to stop and have a new set of brake shoes fitted at the back. The Sprint Speciale also lost time when it was called in to have a loose fog lamp removed. As a result of these pit stops, the Roux/Lennox Porsche moved up to fourth position. After its initial collision this car had been making up ground at quite a rate and it would have reached this position even if the other Carrera and the Sprint Speciale had not had to make unscheduled pit stops.

At 5.41 Pieterse passed the Porsche at the Nose and in so doing put the Lotus a lap ahead. At 5.53 Gous stopped for a routine change and Love took it away again at 5.54.07 during which time the Lotus went through to snatch a two-lap lead. Pieterse was now up against a driver whose ability should be well known to British readers, but even so Love was unable to make much headway. At 6.18 the Lotus made a routine stop and Gene Bosman took over once again. Gene, who is normally a very fast driver, had not been showing true form throughout the race and unfortunately this state of affairs persisted. As a result, Love began to make up for lost ground.

The Lotus XI, which had been running so well up to this point, and which had been holding third place for practically the whole race, was struck a bitter blow at 6.20 when its de Dion tube fractured and it was subsequently retired. This moved the Roux/Lennox car up to third place.

At 6.30—half-distance—the overall positions on distance and Index were:—

**Distance:** 1, Bosman (Alfa Romeo-Lotus), 154 laps; 2, Love (Porsche Spyder RS), 152; 3, Roux (Porsche Carrera), 137; 4, Fraser-Jones (Porsche Carrera), 137; 5, Holme (Dart-Climax), 136.

**Index:** 1, Fiat Abarth, Renault Dauphine, Goggomobil T700, 104 p.c.; 4, Volvo 544, 103 p.c.; 5, Alfa Romeo-Lotus, NSU, Goggomobil T700, 102 p.c.; 8, Porsche Spyder RS, 101 p.c.

During the next half-hour, the Auto Union broke a stub axle which was later repaired on the track, the Hettrema/Xanthides Alfa had its high tension distributor lead repaired, the Volvo driven by Lupini and Payne returned to the race with a new half-shaft, the old one





having sheared, and Love passed Bosman to put the Porsche only one lap behind.

At 7.40 the Lotus was called in for a routine stop and left with Pieterse behind the wheel once more. At 7.54 the Porsche followed suit but a prolonged check of all points put it another two laps behind the Lotus. At 8.20 the Lotus made a hurried stop to take on more oil and in so doing lost two of its three-lap lead. At 8.30 it made another unscheduled stop as driver Bosman's goggles had been broken by a stone. The stop only lasted for 10 seconds but even so the Lotus dropped even farther back. And then bad luck really struck. The car's extremely low clearance laid its differential open to a whack from Grand Central's notorious bumps and at 8.36 it stopped at the pits with a large hole in said differential. Fourteen minutes were spent in plugging the offending hole with plastic metal and by the time the job was finished the Lotus was four laps in arrears. It left the pits at 8.50 with Ernest Pieterse at the wheel and set off on an epic chase which only finished at the end of the race.

The Roux/Lennox Porsche was the next car to run into difficulties when it burnt a piston and from 8.55 on ran on only three cylinders. The 8.30 to 9 half-hour was a bad one for the SAAB team as well, both cars rolling within 10 minutes of one another and ending up in no fit condition to continue. Fortunately there were no fatalities but Peter Theobald suffered a fractured spine. At 9 o'clock, with only two hours to go, the overall positions were:—

**Distance:** 1, Gous, 229 laps; 2, Pieterse, 225; 3, Roux, 210; 4, Serrurier, 210; 5, R, van R. Beerstecher, 205; 6, Fraser-Jones, 204; 7, Holme, 203.

**Index:** 1, Renault Dauphine, Goggomobil T700, 104 p.c.; 3, Fiat Abarth, NSU, 103 p.c.; 5, Volvo 544, Goggomobil T700, 102 p.c.; 7, NSU, 99 p.c.

During the next half-hour, Pieterse rapidly made up for the time lost on fixing the diff., but at the end of this spell was still four laps behind. The Roux/Lennox Carrera fell back to fourth and the Corvair began to experience difficulties with its gearbox. It made repeated pit stops in an effort to have the trouble rectified but eventually fell out with a broken half-shaft. The Clapham/Kingwill NSU, which was lying equal third on Index, also went out with a broken half-shaft. At 9.42 the Fergusson/Carrington Dart also retired, this time with a broken petrol tank. Possibly the worst luck of all, however,

was that of the Renault Dauphine which rolled at Members Bend shortly after moving into the lead on Index.

John Love was now back in the Porsche and was driving as well as he knew how in an effort to stave off the Lotus's bid to make up three arrear laps. Ernest Pieterse, driving on the limit, was catching up at a tremendous pace and was proving once and for all that the Lotus had both the speed and the stamina which are such important factors in a race of this sort. At 10.30, with only half an hour to go, the Lotus was two laps behind the Porsche, the Sprint Speciale which was lying third was 20 laps behind the Lotus, and the Carrera which lay fourth was a lap behind the Sprint Speciale.

Shortly after 10.15 the Dart-Climax of Holme and Dunlop had been black-flagged for having a loose headlight. It stopped to have this fixed and as a result lost its sixth place. This was a great pity as it had run very well and, although not as highly modified as the Carrington/Fergusson car, had proved to be more reliable.

With only half an hour to go, it seemed as though there would be no further changes, but, as we all know, anything can happen in motor racing and it was most unfortunate that it had to happen to the Sprint Speciale. At some stage earlier on one of its gaskets had started leaking oil and driver Serrurier only became aware of a total lack of oil pressure when it was too late. He subsequently stopped at the pits to wait for the end when he qualified for fifth place by driving the car over the finish line.

As the minutes ticked by, it became obvious that Ernest Pieterse's valiant bid was not going to come off and, with two laps in hand, Love had nothing to fear. There was a minor panic at the control tower when a member of the Lotus's crew rushed in with a protest that the Porsche had only one tail light working. A quick look at the regulations showed that this was sufficient, however, and an audible sigh of relief went up from all who were present at the time.

At exactly 11 o'clock the chequered flag was hung out and John Love crossed the line to win the third Rand Nine Hour race at record average speed. An excited crowd gathered to congratulate the two drivers and especially John Love who had given a superb demonstration of pure driving skill. The car's owner,

*ABOVE: The Bath/Griffin Sprite ran faultlessly throughout to finish first in class.*

★

*LEFT: Fanie Viljoen in the Sprint Speciale approaching Exide Bend during the early stages of the race before a stone shattered his windscreen.*

Dawie Gous, was overjoyed and kept on enthusing over the fact that it never missed a beat—which it didn't. One of the first people to congratulate him was Ernest Pieterse, who was looking absolutely worn out after his magnificent effort and is worthy of the highest possible praise. He had gone to a considerable amount of expense in bringing out the car, which is the first of its type to reach the Union, and also the engine. His effort in pitting this totally unknown and untried car against such a well-known machine as the Porsche Spyder can best be described as a sporting gamble—and it very nearly came off.

A. R. HULL.

#### Results—subject to official confirmation Greatest Distance Covered

1. J. Love/D. Gous (Porsche Spyder RS), 615.043 miles.
2. E. Pieterse/E. Bosman (Alfa Romeo-Lotus), 611.470 miles.
3. D. Roux/C. Lennox (Porsche Carrera).
4. I. Fraser-Jones/A. Fergusson (Porsche Carrera).
5. S. Viljoen/L. Serrurier (Alfa Romeo Sprint Speciale).
6. N. Austin/R. van R. Beerstecher (Triumph TR3A).

#### Index of Performance

1. M. de Beer/J. Andrews (Goggomobil T700), 104.18 p.c.
2. C. Burford/A. Porter (Fiat Abarth), 103.197 p.c.
3. L. Cloete/A. Woodley (Goggomobil T700), 102.336 p.c.

#### Class Winners

**Sports Cars over 1,600 c.c.:** M. Morelli/T. Chouler (Austin-Healey 6). **1,151 to 1,600 c.c.:** J. Love/D. Gous (Porsche Spyder RS). **500 to 1,150 c.c.:** V. Bath/G. Griffin (Austin-Healey Sprite).

**Grand Touring Cars—Cars costing more than £1,300:** D. Roux/C. Lennox (Porsche Carrera). **Cars costing from £1,001 to £1,300:** L. Cruickshank/R. Kelsey (M.G.A. twin-cam). **Cars costing up to £1,000:** N. Austin/R. van R. Beerstecher (Triumph TR3A).

**Series-production Touring Cars—Costing from £701 to £800:** R. Carr/J. Peel (Hillman Minx). **Costing from £801 to £900:** W. Johnstone/P. Huxtable (Volvo 544). **Costing from £901 to £1,000:** M. Lupini/N. Payne (Volvo Sport). **Costing over £1,000:** E. van Bergen/C. Celliers (Alfa Romeo T.I.).



*HAIRPIN in the Pocono Mountains is taken at speed by the Jaguar XK 150 of Irene and Jack Steinbuhler.*

THE three-day Appalachian National Rally, sponsored by the Philadelphia Region of the Sports Car Club of America, was designed this year to counter some of the trends which have become increasingly current in S.C.C.A. national rally events.

Won by the Corvette of Willard Coddington and Roger Bohl, both from New Jersey and competing as a team for the first time, the rally covered 600 miles of driving through the hilly Pocono Mountain country of eastern Pennsylvania. Second, and 46 points behind, after leading at the end of the second day, was the team of Walter Larson and Frederick Browne from Ohio, driving a Daimler SP250, while Harold and Ingrid Gordon of Washington, D.C., who had finished second in this event last year, drove their Fiat-Osca "1500" into third place. The fourth placed team, Don and Frankie Fox, also won the novice award since this was their first shot at a national rally.

Before the rally, the team of Bohl and Richard Smith (one of the organizers of the Appalachian and thus not scheduled to compete) were in the lead for the S.C.C.A. national rally championship,



## APPALACHIAN RALLY

STORY AND PICTURES  
BY PETER DECHERT

### A Successful Event which may Revolutionize the Sport in the United States

Smith as driver and Bohl as navigator. Ernie Eyer and Allan Kalb, both New Jerseyites, were so placed that if they won the rally, would also take the championship, while Larry Hough, navigating for his wife Helen, was also still in the running for the navigator's award. As it turned out, neither of these teams was a threat after the first day.

In recent years, American practice has been to emphasize split-second accuracy of timing above all other elements in national rallies. Since we have few roads with unrestricted speed limits, and none at all in the eastern United States, the role of the driver has been reduced to pretty much going where the navigator tells him to go, at the pace that the navigator sets. In order to help the navigator set this pace (which in rally route instructions is set to the nearest hundredth of a mile per hour, as "37.63 m.p.h."), various mechanical and electronic instruments, all of them expensive, have been devised and marketed. It is not at all unusual to see a rally car arrive equipped with as many as three independent computers, half a dozen timers, a master clock, and a short-wave radio with which to receive the Bureau of Standards time checks from WWV in Washington or CHU in Canada. Because checkpoint timing is carried to the nearest second, with a one-point or more penalty for each second early or late on arrival, and because the location of the checkpoints is unknown to the teams until they come upon them, and because one is not allowed to stop within sight of a checkpoint, this emphasis on accuracy of timing and positioning at every instant during the course of a rally has become

the only way in which a serious team can hope to do at all well, much less win.

In order to assist navigation, rally route instructions in recent years have been made more and more complete, so that a typical one might read:

1.75 miles from last instruction turn left on state road 442. There is a Tydol gas station at the north corner of this intersection, and an antique store 75 yards down 442 after you make the turn.

With instructions of this sort, it is very hard indeed for a team to miss the route, and positional timing becomes the only serious factor in navigating. Because of the accuracy of the computers now in use, it has become such an exact science that it has been possible for a good team to follow a rally route of 500 miles through as many as 30 open and hidden checkpoints with a total error of less than 30 points; that is, with an average error per checkpoint of one second or less.

Of course, thorough preparation is required before the rally if a team is to do so well, since all the instruments must be checked and calibrated, factors such as tyre expansion must be considered, and allowed for, in the schedule of calculations, and the team must arrive at an exact distribution of responsibility. Nevertheless, once the rally formally starts, there is virtually nothing for the driver to do but obey the bidding of the navigator, and the navigator in turn is a complete slave to his watches, Curta calculator, machines and so on.

The organizing committee for the Appalachian Rally, headed by Guy Bates

as chairman with the assistance of a number of leading figures in national rallying including the aforementioned Dick Smith, decided that it was time that the emphasis should be shifted from the machine back to the person. With route instructions given as they had been, the choice as to each turning had become automatic, and it was almost impossible for a team to stray off course. Since average speeds could not be increased to the point where there would be a question of having to proceed illegally, the only method of toughening the rally seemed to be in toughening the route instructions to the point where the driver, as well as the navigator, would have to become a thinking member of the team. This was done.

Instead of an instruction such as the one quoted above, the same Appalachian instruction might have read:—

L. at "Wernersville 2" the latter being the message on one arm of the directional sign at the intersection. If Wernersville lay in the correct direction the contestants might in the course of the 1.75 miles since the previous instruction already have passed another signpost reading "Wernersville 3", and have lost time trying to decide whether to make a turn there. Or they might not notice the sign at the proper intersection and miss their turning.

In order to achieve a good result on this rally, the organizers felt that the driver would have to become an important part of the navigating team, since if the navigator was to keep the timing accurate, a job which demands constant attention to the calculators, the driver would have to take the lead in finding his own way by the instructions which, though just as precise as those to which he was used, were a great deal less comprehensive. In practice, the rally would seem to have worked out as the organizers planned.

There were, of course, a number of teams who felt that such instructions were out of place in a rally for national





*CAUTIONARY ROUTE (above) led the M.G.A of Barbara and Joe Ambrogy past a country graveyard.*

*ROADS (below) in the farm country around Lancaster, Pennsylvania, figured in the event. Here the Volvo of Dennis Koelmel and Sally Anne Kirk is seen at speed.*

points, and were particularly upset when a stretch of 100 miles on Saturday proved to have no route instructions other than photographs of an Alfa making the proper turns. On the other hand, the organizers had warned in the entry sheet that they intended to test the ability of each team to stay on course, and rally instructions of this type are far from unknown in local rallies in this country.

Many contestants were enthusiastic about this year's Appalachian, believing that it "put the fun back into rallying". Even teams that did poorly, and there were many, felt that the fault lay not with the rally committee but with themselves. It is of course too soon to say whether or not this rally will have any lasting effect on the future structure of S.C.C.A. national rallying, but there were those who felt that it certainly may.

Perhaps the only way in which we shall find out its effect is to wait until next year and see how well supported it is as regards entries, for the organizers have said that they intend to run it the same way next year; with this year's experience behind them, they may be expected to clear up the few loose ends which inevitably crop up in any attempt at innovation. Whatever the result, the weekend of 29th October this year will live in many memories, and arouse many emotions when it is recalled in discussions during the coming winter.

#### Results

1. Coddington/Bohl, 183 points; 2. Larson/Browne, 229; 3. Gordon/Gordon, 279; 4. Fox/Fox, 403; 5. Nordling/Hannon, 506; 6. Alderman/O'Leary, 662.  
Entry, 79. Non-starters, 2. Non-finishers, 17.

#### "MOTORING AND THE MOTORIST"

**L**EARNING to drive or passing the test?" will be the subject of a discussion between Ronald Priestley and Geoffrey Hancock in "Motoring and the Motorist" on Friday, 2nd December (Network Three). The 1960 Caravan Show will be reviewed by Roy McCarthy and (postponed from 25th November) Pat Gregory will report on the changing garage world.

On 9th December listeners' questions will be answered by regular contributors to the series in the occasional feature entitled "Cross Roads".

"Motoring and the Motorist" is arranged and introduced by Bill Hartley and repeated on Saturdays at noon in the Home Service.



#### R.A.C. HILL-CLIMB CHAMPIONSHIP, 1960

**O**NCE again we are pleased to congratulate David Boshier-Jones on his victory in the R.A.C. Hill-Climb Championship in 1960, his third win in succession. This year awards will also be given to the second and third competitors in the Championship, Arthur Owen and David Good, respectively. The first six placings in the Championship are as follows:—

1, D. Boshier-Jones (Cooper), 92 points; 2, A. Owen (Cooper), 71; 3, D. R. Good (Cooper), 66; 4, R. Fielding (Cooper), 41; 5, R. W. Phillips (Fairley Special), 38; 6, J. Berry (E.R.A.), 30.

**L**ATEST model from Ginetta Sports Cars, of Woodbridge, Suffolk, is the G.4 road and competition sports two-seater. The G.4 utilizes a rigid space frame with low sides enabling conventional type doors to be fitted. Front suspension comprises unequal length tubular wishbones with coil spring damper units and separate anti-roll bar. Steering is by rack and pinion and 14 ins. alloy steering wheel.

A hypoid rear axle is suspended on coil spring damper units and located by upper trailing arms and a lower A bracket attached to a point below the centre of the differential housing, by ball joint. Girling 8 ins. hydraulic brakes are used, the front being 2LS type.

Cooling is by ducted cross-flow radiator and remote header tank pressurized to 7 lbs. The fuel tank is mounted transversely behind the rear axle, with the battery between the axle and rear bulkhead on the passenger side.

The body is made of glass reinforced polyester resin and comprises several moulded assemblies, the largest of these being the centre-body and floor assembly which is bonded to the chassis frame forming a strong integral chassis-body structure, the smooth underside offering little resistance to airflow. The doors are carried on interior hinges and incorporate compartments for stowing small articles. The front body assembly hinges forward to allow access to engine and suspension, and is quickly detachable. The rear body assembly, with lockable boot lid, is also detachable laying bare the rear axle and suspension.





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reveals the secret of

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Now you can *see* why new Shell X-100 Multigrade is the oil for your car. You can see, too, why this revolutionary oil actually makes your engine cleaner, more efficient, more powerful.

New Shell X-100 Multigrade is the result of a remarkable technical break through—the discovery of a combination of non-metallic additives providing all the properties required in a Multigrade Oil but without the disadvantage of metallic ash being left in the combustion chamber. New Shell Multigrade leaves *no ashy deposits*.

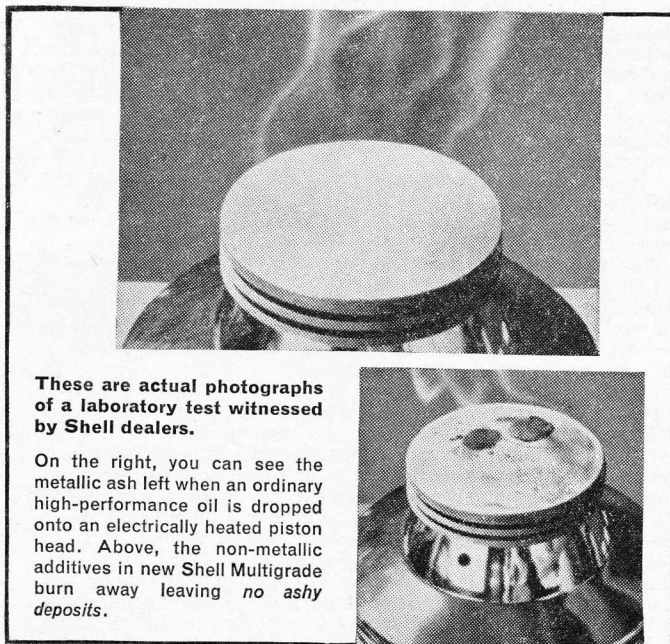
**Why engines lose power.** Apart from mechanical deterioration, engines lose power simply because of the accumulation of combustion chamber deposits. Part of these deposits is left by the lubricating oil. Every modern motor oil except Shell Multigrade contains metallic additives. When these additives burn away they deposit metallic ash in the combustion chambers and on the valves. As these deposits build up your engine loses power and efficiency, performance falls off, fuel bills increase.

**How Power is regained with new Shell X-100 Multigrade.** Combustion chamber deposits are in a continual state of change: existing deposits gradually disappear and new ones form. With new Shell X-100 Multigrade no new ashy deposits are laid down. Your engine becomes cleaner and power is regained.

**Winter starting is easy on Shell X-100 Multigrade.**

*Because of its Multigrade properties new Shell X-100 Multigrade is more fluid than ordinary oils when the engine is cold. On winter mornings your car starts easily. Your battery and starter are spared excessive strain. New Shell X-100 Multigrade circulates immediately to all the working parts, giving your engine complete protection right from the word go. Reduced wear on engine, starter and battery; reduced fuel bills, better lubrication.*

**ENGINE CLEANER • POWER REGAINED**



These are actual photographs of a laboratory test witnessed by Shell dealers.

On the right, you can see the metallic ash left when an ordinary high-performance oil is dropped onto an electrically heated piston head. Above, the non-metallic additives in new Shell Multigrade burn away leaving *no ashy deposits*.





# CORRESPONDENCE

## Top Twenty

WHILST enjoying, as always, your annual review of the Top Twenty Grand Prix drivers, I should like this year to take friendly issue with you on one or two of your conclusions.

The five star rating of Brabham and Moss must surely be acclaimed by all and I think none will dispute your decision to leave them in splendid isolation. To your four star category, however, I feel that one must promote McLaren, Clark and Bonnier, if only because it is so difficult to differentiate between their skill and that of the two Hills, Surtees and Ireland. Perhaps McLaren has been holding a watching brief behind his distinguished team leader but his position as runner-up to the World Champion is undisputed and he must be given full credit for a season of wise, restrained driving aimed, quite properly, at giving John Cooper and Jack Brabham precisely what they had a right to expect. One looks forward to seeing McLaren freed from the role which he has performed so well. One cannot imagine Bonnier assessed at a lower rating than Phil Hill or our own Innes Ireland. He is a fast and versatile driver who, if he signs for Porsche next year, will soon demonstrate that he is one of the most consistently fast drivers on the varied circuits of Europe. The argument for not awarding Clark four stars is a spurious one. Surely his lack of experience makes his present achievements even more praiseworthy. Prophecy is dangerous, but if one had to assume the mantle of prophet then I should be willing to stake all that the name of Clark will not one day seem incongruous alongside those of Caracciola, Nuvolari, Rosemeyer, Fangio, Ascari and Moss.

You are surely right in expecting great things of Gurney, and it is splendid to read that so experienced an eye acclaims the talents of von Trips, but why—oh why—no Masten Gregory? Here, in the right car, we have one of the most dashing and exuberant of our faster drivers. I suspect that to produce its best Gregory's temperament requires the discipline and responsibility of a team contract. When driving independently Gregory seems sometimes to take too vigorous a tilt at the quintain, but his season for John Cooper in 1959 proves his potential worth when given the opportunities which he deserves. Two stars please!

"One thing is certain," you say, "and that is the hunt for G.P. men is on." May I pick from your admirable list of embryonic stars? Let's start with Lewis and McKee next season.

And now for two bouquets—one for yourself, sir, and one for your Technical Editor.

So long as a journal like AUTOSPORT has an Editor who may be seen at Brands Hatch on a minor practice day beaming broadly at the sound of an "over-hot" DKW saloon ripping its way up Pilgrims' Rise, then motor racing journalism is in good hands!

Finally, a word of serious approval in support of John Bolster's article on "Safety and the Racing Driver" in your 14th October issue. In recent seasons, when fatalities amongst drivers have been the cause of widespread sadness, one has noticed in the popular, and I regret to say in some sections of the specialized Press, a tendency to glorify sudden death, or at best a tendency towards callousness in reporting it. John Bolster may rest assured that his views on driver safety are shared by many, that all responsible opinion will support his contention that a driver should be free to elect whether to drive or not on a particular circuit without hostile criticism, and that we are grateful to him for challenging those who pursue an irresponsible attitude towards driver safety.

P. GODFREY DAVIES.

CHISLEHURST, KENT.

## Fiat v. Austin

AS the owner of a new Fiat 2100 I do feel I should reply to Mr. Lewis who criticizes John Bolster's good report on this car by comparing it to the A99. Firstly, he mentions the five-speed gearbox of the Austin being better than the four fully synchronized and beautifully spaced gearbox on the Fiat. By five gears he means, of course, three gears and overdrive. Although overdrive is generally a good thing, I consider its fitting on a three-speed box as making the best of a bad job and four properly spaced normal ratios are infinitely better.

His comments regarding space internally and comfort of seats I just cannot agree with, as to one being vastly different from the other I think there is very little to choose from without being dogmatic.

As regards brakes the Fiat has the last word in drum-type brakes, with copious aluminium finning on drums which completely fill the wheels, similar to those used on Ferrari and Maserati until very recently.

Let's face facts, disc brakes do have their snags, especially when fitted to touring cars, although unsurpassed when warmed up by fast driving, they can cause consternation when cold and wet, such as happens when running slowly in traffic in the rain and then called upon to do an emergency stop from speed.

As regards performance the Fiat does very nearly on 2 litres what the Austin needs 3 litres to accomplish. This is due to the beautifully designed high running unit by Lampredi which, incidentally, being the same designer as Ferrari, inherits the Ferrari-type combustion chamber valve layout and piston design. The whole engine, using a considerable amount of light alloy castings, is a pleasure to behold by any enthusiast who appreciates good design.

M. A. KNIGHTS.

EASTBOURNE, SUSSEX.

MR. F. T. LEWIS clearly likes his Austin A99, but surely a person with the experience of John Bolster is a better judge of the relative merits of the A99 and the Fiat 2100. Has Mr. Lewis ever driven a Fiat 2100 and, if so, for how long a distance?

Mr. Lewis says he could "eat" Fiats with his A99. Maybe the Fiat drivers were not trying. I feel sure, however, that the Fiat drivers and passengers will arrive at their destination less tired than those in the A99 with its noisy engine, pronounced understeer and lack of reclining seats. And on arrival the Fiat, being so much more compact, will be the easier car to park.

SHELAGH BLACKBURN.

LONDON, S.W.3.

## Monoposto Register

I HAVE read with a deal of interest the letter of Mr. A. S. Thomson of Uxbridge, published in your issue of the 4th instant and would greatly appreciate the opportunity of adding to his comments.

I had the pleasure of meeting Mr. Mark J. Brunner, the secretary of the 500 Club of America, when he visited this country for a few days earlier this year. Mr. Brunner at that time put forward a suggestion that the remaining Formula 3 enthusiasts should join forces with the Monoposto Register in order that combined races for the two types of vehicle could be promoted. Apparently he has adopted precisely this policy in the States with considerable success.

My committee has, since the conception of the Register, felt that motor cycle engines were undesirable from many points of view and did not see fit to further this suggestion, therefore, no approaches were made to the 500 c.c. supporters.

In view of Mr. Thomson's somewhat similar thoughts on the subject, it occurs to me that there may now perhaps be a substantial following for action of this kind and it would be of great assistance if interested enthusiasts would write to express their views, either through your columns or to me direct at my home address, "Peak Revs", 185 Swakeleys Road, Ickenham, Middlesex.

The two bands of enthusiasts have their principal features in common, i.e., single-seater racing cars operated by private owners for club status events and their combined strength could present to promoters a more attractive proposition, to spectators closely matched racing and to the competitors greater encouragement and fun. The existing Monoposto rules regarding the exclusion of works sponsored entries would prevent a reoccurrence of some of the contributory factors leading to the decline of Formula 3 racing.

The anticipated progression of competitors from the 750 and 1172 Formulae might also be encouraged when they have positive evidence of being able to enjoy good racing by using a car obviously designed for that purpose without the pretences of being a sports car as their present regulations now demand.

The present membership of the Monoposto Register is in excess of 50 with 19 cars in existence and at least 12 more on the stocks nearing completion. If the interest is sufficiently strong I would then be prepared to again submit the matter to my committee at the next meeting of the 14th December, for further consideration.

FRANK TIEDEMAN,  
Hon. Secretary.

UXBRIDGE, MIDDX.

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



# Post **SENIOR SERVICE** Early for Christmas



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100 FOR 20'5



# Club News

By MICHAEL DURNIN

ON a recent rally, as I mentioned a couple of weeks ago, competitors found themselves sharing the road on one section with another rally heading in the same direction; some crews even attempted to check in on the other event's control. A little later, on the same event, a third rally was encountered coming along a narrow country lane in the opposite direction. The reason for all this confusion was not difficult to find. Apparently, upon receiving route indications from the clubs concerned, the R.A.C. Competitions Department informed them all of the impending clash and asked the various Clerks of the Course to get together and settle the matter. The dates of application for the 10 km. squares gave none of the clubs a prior claim as the first club to apply modified their route for another reason shortly after the second club had stated their intention of traversing the same area.

Not unexpectedly, the R.A.C. assumed that the clubs concerned would be able to settle the dispute amicably, only to discover after the event that no firm agreement had been reached and the events had been run regardless. This was, as I said at the time, irresponsible and potentially dangerous—an opinion shared by the Competitions Department.

The upshot of this unfortunate business is that, in future, all clubs who are informed that their proposed route clashes with another event will have to submit their revisions and new proposals to the R.A.C. before a permit will be granted.

\* \* \*

WHILE on the subject of rally disputes the R.A.C. have issued the following statement:—

## RALLY ROUTE MILEAGES

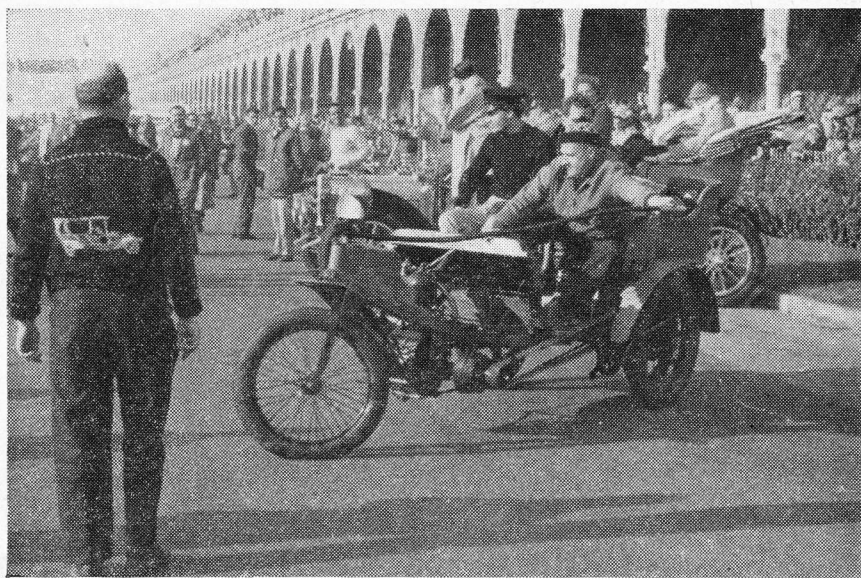
An increasing number of complaints are being received concerning inaccuracy in compiling mileages for rally routes. In some instances this may result in competitors being faced with a schedule that in fact demands the attainment of an average speed exceeding 30 m.p.h.

This is a clear breach of R.A.C. requirements and invalidates any permit as well as making the organizing club liable to other penalties.

In the case of any dispute the mileage will be taken as that calculated from One Inch Ordnance Survey maps, the measurement being made either along the route specified by the organizers, or where no route is specified along the shortest practicable route between any two controls.

\* \* \*

FIRST of all, the **Cambridge 50 C.C.** wish to extend their regrets and apologies to any unfortunates who turned up to watch their proposed autocross last Sunday. This was cancelled at the 11th hour as the course was found to be waterlogged. . . . **B.A.R.C.** (S.E.) are to have their annual dinner-dance on 2nd December at the Cavendish Hotel, Eastbourne. Further information from R. C. Matthews, Messrs. Caffyns, Ltd., Meads Road, Eastbourne. . . . On 26th-



ASTONISHING performance in the Brighton run was that of M. Scoupe, from France, in his 1904 La Croix de la Ville, which has only a single gear and is steered by the mammoth tiller. The machine had to be pushed up three hills!

## Coming Attractions

**19th-20th November.** **Sunbac Air-line Rally.** Starts from Buxton, Derbyshire, and Boroughbridge, Yorks.

**Birmingham Y.C.M.C. Midland Rally.** Starts Birmingham Civic Centre, 8 p.m.

**20th November.** **Leicestershire C.C. John Bull Trial.** Starts from the Fox and Hounds, Skeffington, near Uppingham, at 11 a.m.

**U.S.A. Grand Prix, Riverside (F1, T., F.J. and G.T.).**

**21st-25th November.** **R.A.C. British Rally.** Starts Blackpool at 6 p.m.

**27th November.** **Kentish Border C.C. November Sporting Trial.** Start, Weaving House, off A20 near S.E. Maidstone, 10.30 a.m.

**3rd-4th December.** **Swansea M.C. National Rally of the Vales.** Starts from Swansea, Cardiff and Gloucester.

**Farnborough and D.M.C. Winter Mixture Rally.** Starts Farnham and London.

**4th December.** **London M.C. Gloucester Trial, Highwayman Inn, Beech Pike, Elkstone, near Cheltenham.** Start, 11 a.m.

27th November the **East Surrey M.C.** are to run their Woodcote Rally, a half-night affair. This, we are assured, is prepared with the same care and attention to detail which is lavished on their splendid Martini Rally. The 120-mile event will start from Swanley and is open to Advertising M.C., Bexley L.C.C., B.A.R.C., B.R.S.C.C., C.S.M.A., Cemian M.C., Maidstone and Mid-Kent M.C., Southern Counties Sprite C., Sevenoaks and D.M.C. and Tunbridge Wells M.C. Regs. are available from M. H. Sherwell, 19 Grosvenor Park, West Wickham, Kent, who must have all entries by 21st November. . . . **Circle C.C.** are to have their dinner/dance in the Park Lane Hotel, London, on 7th December. Details from G. F. Daws, Lismore Cottage, Sparrows Herne, Bushey Heath, Herts. . . . **Shenstone and D.C.C.** will have their

Shenstone Rally on 10th-11th December. This 230-mile event is open to Birmingham Y.C.M.C., Cavendish M.C., Coventry and Warwickshire M.C., Hagley and D.L.C.C., Knowlale C.C., M.G.C.C., Midlands M.E.C., North Staffs M.C., Stafford and D.M.C., and Wolverhampton and South Staffs C.C. The event starts at Lichfield and regs. may be had from M. J. Webb, 390 Birmingham Road, Sutton Coldfield, who must have all entries by 5th December. . . . The annual presentation and dance of the **Dursley M.C. and L.C.C.**, 2nd December, will take place at the Hare and Hounds, Westonbirt. Details from A. R. Bruton, 16 Rosebery Road, Dursley, Glos.

## Huddersfield M.C.

### Dawn Till Dusk Rally

AFTER nearly 200 miles of hard motor-ing and harder navigating, only one minute separated the two leading cars at the end of the Huddersfield Motor Club's "Dusk 'til Dawn Rally" held recently.

The winner was Bruce Moss, always a hard trier, who drove his hot red Riley 1.5 and was navigated by Roy Fidler. In second position, and with a loss of 28 minutes, only a minute down on Moss, was Mike Pickersgill in his M.G.A, who took over at the last minute the entry of another intending competitor who inverted his car and was unable to start. The rally was one of the best night navigation rallies held in Yorkshire and much work had been put into a first class route which included no bad roads or trick navigation and not a single gate to be opened—just honest-to-goodness rallying.

The event attracted 65 entries to the start at Brockholes Motors, Huddersfield, where the list of controls was given out an hour before start time. At the off time the order of controls and the direction of approach were given and the event was on. Three passage controls were included in the early stages, but after those, every one of the 33 map references given were time controls. The route lay from the Huddersfield area to the country between Huddersfield and Wakefield and then back to the Holme Valley. Then it wound south-east to



the Strines and Bradfield area near Sheffield for several close, tight controls.

An easy "link-up" section over Snake Pass and through Glossop to Woodhead followed and gave the hard-worked navigators a chance to mark up their maps for difficult stages later on. After the climb over Holme Moss and more difficult navigation in the Scammonden area came the petrol halt at Marsden. Here it was discovered that Roy Kirkham had lost 17 minutes when a fan belt came adrift and that at the half-way stage Anne Hall led with a loss of five minutes. Second was Pickersgill, seven minutes down; Moss, the eventual winner was third, losing 15 minutes. In all 55 cars arrived at the halt.

The much shorter second stage lay between Marsden and the finish at Queensbury, but it was here that the navigators were worked really hard among a maze of minor roads and faced with many decisions on which "white" roads went. Here Roy Kirkham, navigated by Phil Crabtree, put up a wonderful show, losing only a single minute, and where a further 14 starters came to grief, leaving only 41 to be classified as finishers at the final control and only 13 cars were without failures.

No sooner were the ham and eggs eaten than David Lincoln had the results worked out and they were announced well before nine o'clock on the Sunday morning.

#### Results

**Newton Trophy (Best Performance):** B. W. Moss/R. Fidler (Riley 1.5), 27 minutes lost. **Armitage Trophy (Experts in Cars Up To 1,300 c.c.):** J. R. Kirkham/P. Crabtree (Austin-Healey Sprite), 31. **George Haigh Trophy (Experts, Over 1,300 c.c.):** M. H. Pickersgill/M. Kempley (M.G.A 1600), 28. **Scavenger Trophy (Best Novice):** K. F. Greenwood (Rapier), 1 fail, 107. **Experts First Class Awards:** Mrs. Anne Hall (Anglia), 36; D. E. Pollard (Minor 1000), 36; J. C. Hanson (Austin Seven), 43; E. B. Masheder (Singer Gazelle), 47. **Novices First Class Awards:** L. Hunt (Sprite), 6 fails, 125; Mrs. P. Allen (Anglia), 6, 141; D. S. Miller (Minor 1000), 7, 198. **Team Award:** Pickersgill and Moss.

### MR. AND MRS. RAY COOKE WIN THE EAST SURREY M.C. ROCKET RALLY

DESIGNED to find a winner on the road, this year's Rocket Rally followed the current trend towards simple straightforward navigation and driving with no tricks or complicated mathematical problems. Starting from Brands Hatch the route wound its way through Kent,

East Sussex and Surrey, and consisted of short, sharp sections through 27 manned time controls. Timing was by sealed watches with no late or early margin and at a 30 m.p.h. average.

The pattern for the rally was set in the first section, for on leaving the main entrance to the circuit the competitors were handed the first route card giving only the reference to the next time control and the time allowed. Most competitors lost time here for the only way to the control was down a narrow road the entrance to which was extremely difficult to find and called for precise navigation. This then was the scheme of things: competitors being handed the reference to the next control and sundry route checks on arrival at each succeeding control. To add to the difficulty the weather now began to clamp down; the rains of the preceding weeks had carried much mud and dead leaves on to the road and in parts it resembled a skating rink. Added to this, it began to get foggy. The organizers had gone to great lengths to find the most difficult roads and with very short distances between controls there was little time for error on the part of driver or navigator.

At half-distance it was clear that there would be no clean sheets. The eventual winner, Ray Cooke, was coming through 12 minutes in arrears and with a long gap before the next man appeared. The weather and the twisting nature of the route were taking their toll and many competitors were falling badly behind the clock. Ray Smith modified the front end of his Rapier in trying to maintain schedule and a Sprite ventured into a field, but there were no serious excursions.

As more and more competitors arrived at the finish at Gatwick Airport it became clear that many would be outside the time limit. Under these conditions a great deal of respect must be given to the two ladies who figure prominently in the results: Mrs. Ray Cooke, who so ably navigated husband Ray to victory, and Mrs. Phillips, of the Sutton and Cheam Motor Club, who drove well to win that club's award. Home club member Richard Cove took second place, a mere four marks behind the winner, and only seven marks away was third place man A. Simon in his Sprite who won the event last year.

All the competitors seemed to have enjoyed the event and complimented the organizers and the marshals on a good job well done. In what has now become East Surrey fashion, the entry list was

oversubscribed and not one of the 75 entries failed to turn up at the start.

#### Results

**Best Performance:** Ray and Eunice Cooke (Sunbeam Rapier), 39 marks lost; 2, R. Cove and B. Spiller (Peelless), 43; 3, A. Simon and B. Robson (Sprite), 50. **Best E.S.M.C. Member:** R. Smith and J. D'Orville (Rapier), 53. **Best S. and C.M.C. Member:** Mrs. Phillips and D. Manning, 62. **Best Mid-Surrey M.C. Member:** J. Ruff and M. Warner, 84. **Team Award:** Rootes Bar One Team; R. Smith/J. D'Orville, A. Simon/B. Robson, R. Cooke/Mrs. Cooke.

### STEEL COMPANY OF WALES M.C.

MANY of the South Wales exponents of the art competed in the Steel Company of Wales Motor Club's driving tests, held recently at the Margam steel works bus terminus which, complete with islands and bus shelters, provided a most unusual site with built-in obstacles. Thirty-four entrants took part in the two tests, and two consecutive runs at each were scheduled, though the organizers were subsequently obliged to cancel the second run at the second test by the badly failing light. Results, therefore, were decided on a basis of best time for the first test, plus the time for the second test, which is not as complicated as it sounds and in practice worked very well.

The first test consisted on an elongated "S" with a box, in which competitors turned before returning via the "S" to the finish. Keith Howells (Derrington M.G.A) on his first attempt demolished the entire box; consequently, on his second attempt, throwing discretion to the winds, he collided with an island, damaging his front nearside wheel and subsequently withdrawing. Jerry Dodd (Sprite) and Duncan Atkinson (blown M.G.A 1600) tied for fastest time in this test with 41.9 seconds, while the "Minis" proved to be in their element, fastest saloon time going to John Taylor with his standard Mini-Minor.

The second test consisted of the same elongated "S", with a wiggle-wobble replacing the box. Dodd, this time, proved to be faster than Atkinson, winning the sports car award and fastest time of day with an aggregate time of 90.9 seconds, the M.G.A going into second place with 93.6. John Taylor repeated his previous immaculate performance to take the award for saloon cars with 102.5, second place going to Howard Strawford's very hot A35 with 113.4 seconds, achieved by interpreting the test in his own, but permissible, fashion.

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## WELSH COUNTIES C.C. PONTYPOOL SPRINT

THE first closed sprint meeting organized by the Welsh Counties C.C. took place in Pontypool Park on 29th October, the weather remaining fine throughout the day, much to the relief of the organizers in view of the storms and flooding of the preceding week. This new course, some 500 yards in length, winds its way through the wooded parkland up a gentle gradient to finish beyond a sharp right-hander and, although the situation might be idyllic for the spectators, the dimensions of the solid-looking trees lining the route were such as to give competitors seriously to think! And, indeed, these trees claimed a number of victims. During practice Kent Farr's M.G.-powered Lotus left the course to collide with a very large specimen, the car being seriously damaged; almost immediately afterwards Johns's Ace-Bristol gave a repeat performance, with a different tree. Fortunately neither driver was injured.

Best time of day went to David Boshier-Jones's Cooper-J.A.P. with a time of 24.03 seconds; fastest sports car was brother Peter's Lotus Eleven with 25.45, a time which surpassed the best efforts of some of the racing cars by an embarrassingly large margin. The 500 c.c. racing car class was won by Bryan's Mark IX Cooper with 25.39, McLaughlin's similar car taking the award for second fastest with his time of 25.76, while in the over 500 c.c. class the only challenge to the Champion's time came from Hopkinson's Cooper-J.A.P., rather more than five seconds slower at 29.27.

Although the Club closed the entry list with their stipulated maximum of 45 competitors, the sports-racing classes were poorly supported, Peter Boshier-Jones winning his class unopposed, while Sgonina's Aston Martin DB3S, proving something of a handful on this course, won the heavier class with a time of 29.32 seconds, also unopposed.

Among the small sports cars, Brian Jenkin's Berkeley won its class with 31.04, challenged closely by the J. David Evans's Lotus Seven which, powered by an unmodified B.M.C. engine, got down to 31.15. The up to 1,600 c.c. class went comfortably to Morgan's Elva Courier in 28.47, the Pascoe Porsche, sans silencers, doing 29.31 for second place, while J. Bull's Lotus Seven "A", revolving smartly on its first run, finished up pointing the wrong way. Obviously an opportunist, Bull took to the woods, nipping smartly through the trees in an attempt to rejoin the course at a point considerably farther on, to the accompaniment of indignant shouts from the marshals! On his second run he took to an escape road and subsequently withdrew. Also in this class LeFevre's remarkable Sunbeam Rapier, with Weber carburettors, got down to 30.37 seconds with very little fuss, while the extremely pretty Ford-engined Winsor Special, driven by T. L. Winsor, did not live up to its appearance and was unable to better 34.42.

The up to 2,700 c.c. class was taken by Duncan Atkinson's supercharged M.G.A 1600 with a time of 28.99,

though not without taking to the grass on his second run, second place going to Nigel Rees with his TR3A in 29.64. In the class for heavier metal, Bolt's XK 120 took the award unopposed with 31.98.

The touring car classes were well supported, however, the up to 1,000 c.c. group going to Fred Jones's very "hot" Austin Seven, permitted on this occasion to run with the standard cars which, not surprisingly, it cleaned up with ease, returning a time of 30.24 seconds against second man Farley's 32.19 (Austin Seven) and Woods's Messerschmitt 500 (32.77 seconds). The next larger class was fought out between Peter Boshier-Jones's wire-wheeled A35 which proved to be fractionally faster with 32.17 seconds than the similar car of Ferris (32.21).

The major excitement, however, came from the 1,301 to 1,600 c.c. class when D. Williams (Hillman Minx) returned a first run time of 34.42, actually crossing the finishing line backwards after a hair-raising triple spin! These antics temporarily put the timing gear out of commission (fortunately after his time had been recorded) but when things got going again Howard Strawford, with his remarkably clamorous bored-out A35 advanced two classes, did a literally resounding 34.49. Second runs, however, widened the gap, Williams taking the class with 34.18 against Strawford's 34.41 and Sloman's Ford Prefect with 35.22. Miss J. Evans, sole representative of the fair sex among the competitors, fairly flung her Rapier into a commendable fourth place with a time of 37.84 seconds.

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(Continued on page 723)

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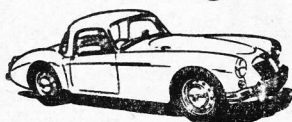
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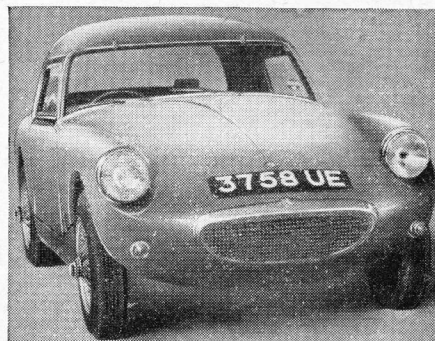
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We offer the vehicle at £1,375.

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(Continued overleaf)



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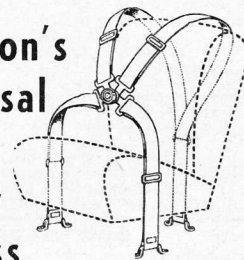
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(Continued on page 727)



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Completely wind and water-

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Cape leather palms, net backs,

tipped fingers. All men's and

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"CARLOTTI"

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Adaptor bosses for

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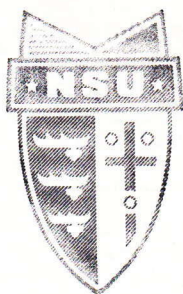
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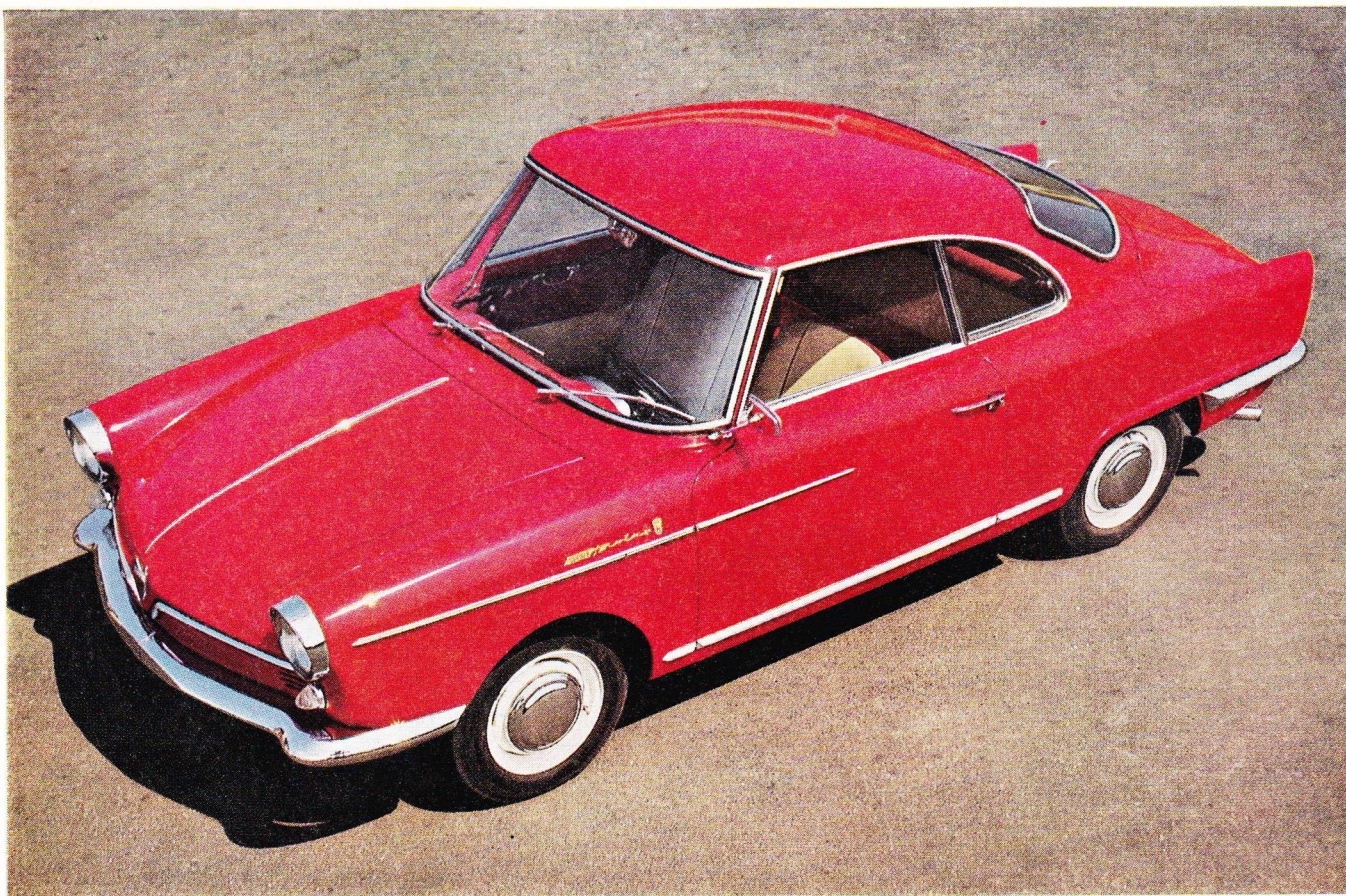
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Look at this car—and you won't want to look at any other! Flowing aerodynamic body-shape by Bertone . . . a masterpiece of functional beauty. Surging, exciting power . . . 0-45 m.p.h. in 9.4 seconds—top speed a comfortable 85 m.p.h. Consumption 50 m.p.g. plus. Superb road holding, zippy hill climbing and cornering to match. Inside—complete comfort and driving ease for two. Try it out and convince yourself.



## SPECIFICATION

**Engine:** Rear mounted, two cylinder four stroke, 583 cc. Overhead camshaft. Bore 75 mm, stroke 66 mm. 36 BHP. Compression 1:7.6. Down-draught Bing carburettor. Oilbath air filter. **Clutch:** Single-plate dry clutch. **Gearbox:** Four forward speeds, and reverse. Synchromesh on all speeds.

**Suspension:** Independent on all four wheels. Front: trapezoids. Rear: control arms. **Brakes:** Hydraulic on all four wheels. High retardation. **Maintenance:** High pressure lubrication. Only two lubrication points. Heating/air conditioning system a standard feature. **Magnificent finish. Price £970.0.0.**

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