AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

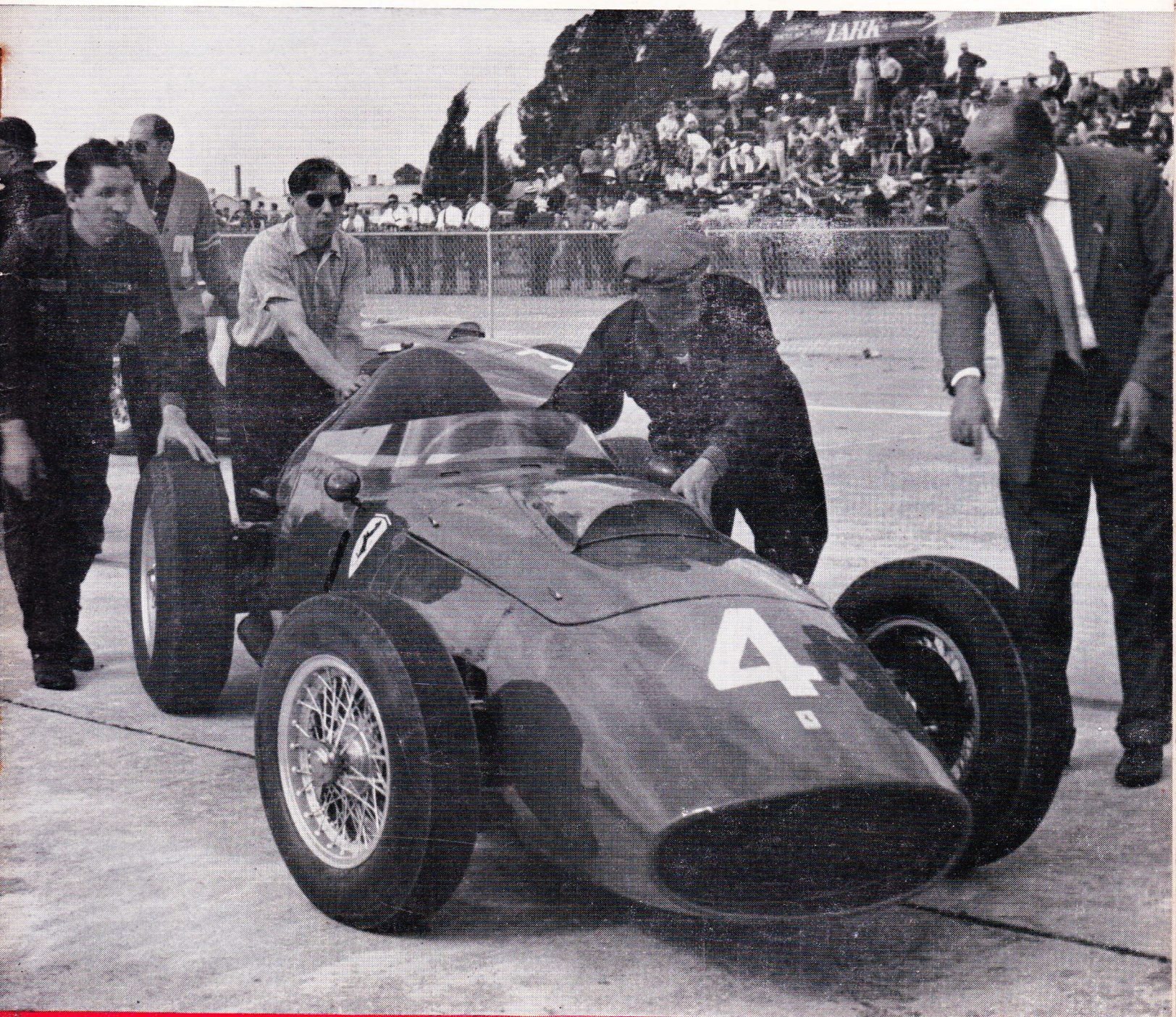
DECEMBER 25, 1959

1/6

EVERY FRIDAY

Vol. 19 No. 26

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



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SEASONAL SURVEY—INTERNATIONAL RALLIES : RALLY EQUIPMENT

THE AMERICAN GRAND PRIX REVIEWED : PROFILE—TONY BROOKS



Monaco Grand Prix
Italian Grand Prix
Netherlands Grand Prix
French Grand Prix
British Grand Prix
German Grand Prix
Portuguese Grand Prix
American Grand Prix

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Congratulations also to Cooper Cars Ltd. on winning the Manufacturers Championship for 1959

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TULIP RALLY 1958
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ALPINE RALLY 1958
1st British car
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1st British car
ALPINE RALLY 1959
1st, 2nd, 3rd, 4th and 5th 1300-1600 class

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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 19 No. 26 **December 25, 1959**

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EDITORIAL

A YEAR OF ACHIEVEMENT

THE year that is drawing to a close has brought great prestige to British automobile engineering. With Cooper-Climax, the Australian driver Jack Brabham has won the Championship of the World, only the fifth person to do so since the title was instituted in 1950. Cooper-Climax gained the constructors' award in Formula 1 and in Formula 2, whilst to Aston Martin went the sports-car constructors' award. Thus, in organized motor-racing, this country virtually had a clean sweep—the finest possible advertisement any nation could possibly have in assisting to maintain and increase a vital exports market. The Grand Prix racing successes by Vanwall in 1958, and by Cooper-Climax in 1959, are bound to have an impact on the rest of the world. This type of racing is recognized as being the highest form of automobile engineering, which is tantamount to stating baldly that British automotive engineers now lead the other nations. Nevertheless there can never be any complacency; whilst concerns may rest on their laurels for a limited period, outstanding achievements by others will quickly force these deeds into the limbo of forgotten things. It is no coincidence that, since the rise of Great Britain as a force with which to reckon in International motoring sport, exports have shot upwards to a remarkable degree, and many markets, once thought to have been irrevocably lost, have not only been re-established, but considerably strengthened. It is small wonder that the great Fiat concern of Turin closely watches the interests of Scuderia Ferrari, and that Daimler-Benz A.G. still maintain a strong experimental and development section, ready to re-enter competitive sport should new markets be on the point of being opened up. Mercedes-Benz reaped the reward of their 1954-55 venture, which established the silver cars as supreme in both G.P. and sports-car racing. So far, they are continuing to benefit by the tremendous publicity which accompanied their successes, but never overlook the fact that some day they will once again have to defend their fame. Detroit has since realized that the so-called agreement was an error, and with the arrival of the new compact cars, something may have to be done to draw the attention of the rest of the world to American-built automobiles. Micky Thompson's wonderful effort with his Pontiac-powered Land Speed Record contender may set some wheels in motion, and with the prospect of Donald Campbell's attempts next September to raise the late John Cobb's figures, the American automobile industry may be forced to take a direct interest. If Campbell succeeds in establishing new records with a gas-turbine engine, the publicity and subsequent prestige will be enormous. The question that many business men are asking is: "Can the U.S.A., as the world's largest makers of automobiles, afford to take a back seat?"

OUR COVER PICTURE

ACT ONE: Encouraged by Signor Amorotti (right) Ferrari mechanics push Wolfgang von Trips's car out to the starting grid for the first Grand Prix of the United States at Sebring. A full review of the race appears in this issue.

Ferodo First

AGAIN & AGAIN IN 1959 RALLIES

It's been a thumbs up year for Ferodo-equipped cars in 1959 rallies, with outright wins (and class awards) in the "Monte", Tulip, Alpine and Tour de France, and successes in many other events. Race-and-rally-proved to give surer, more powerful braking, Ferodo linings continue to be first choice with winning drivers and manufacturers. Follow their lead—



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FERODO

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Anti-Fade Brake Linings

MONTE CARLO RALLY
1st, 2nd, Coupe des Dames and 3 class awards

TULIP RALLY
1st, 2nd, and 3 class awards

ALPINE RALLY
1st, 6 class awards and 6 Coupes des Alpes

TOUR DE FRANCE
1st

FERODO LIMITED CHAPEL-EN-LE-FRITH *A Member of the Turner & Newall Organisation*

9/10



SILVER ANNIVERSARY: Former racing driver Hermann Lang (left, with spectacles) is congratulated by Professor Dr. Nallinger, chief engineer and director of Daimler-Benz A.G. (centre) on his completion of 25 years' service. On the right is Alfred Neubauer, former racing director.

THE 1960 SIGNINGS

So far, drivers known to have come to terms for next season are as follows:—

B.R.M.: Joe Bonnier, Graham Hill, Dan Gurney, Ron Flockhart.

Aston Martin: Roy Salvadori, Maurice Trintignant.

Lotus: Innes Ireland, Alan Stacey.

Scarab: Lance Reventlow, Chuck Daigh.

Ferrari: Phil Hill, Cliff Allison, Wolfgang von Trips, Olivier Gendebien.

Cooper-Climax: Jack Brabham, Bruce McLaren.

Cooper-Climax/Walker-Climax: Stirling Moss.

Yeoman Credit (Cooper-Climax): Chris Bristow.

Ecurie Bleue (Cooper-Climax): Harry Schell.

WE regret that due to altered printing schedules as a result of Christmas holidays it has not been possible to feature a green cover in this week's issue in honour of Jack Brabham, Bruce McLaren and the Cooper Car Co. We shall, however, appear in green next week when it will also coincide with our Seasonal Survey on Formula 1 racing.

PIT and PADDOCK

YEOMAN CREDIT, LTD., are sponsoring two Ford Zephyr entries in the Monte Carlo Rally. Starting from Oslo, the cars will be driven by Sydney Allard/Bob Holes and Eric Brinkman/D. Silverthorne. The Allard Motor Co. is preparing the cars.



IRISH MECCA: The attractive exterior of Paddy Hopkirk's new motor-sporting shop in Belfast, where Irish enthusiasts will find all their requirements.

★

★

The Editor and Staff of AUTOSPORT *take this seasonal opportunity of wishing all readers and contributors a Merry Christmas and a Happy and Prosperous New Year*

WINE AND DINE DEPARTMENT

THE third annual dinner and dance of the Mallory Park Racing Circuit was held at the Grand Hotel, Leicester, on Thursday, 17th December. Among the 260 members and guests present were just about everybody in the North and Midlands connected with the racing game on both two wheels and four, drivers, riders, trade and press were there in profusion and a real good "do" was had by one and all!

The main speakers of the evening were Nute Andrews of the Nottingham Sports Car Club, Bobbie Leapingwell, Mallory Park "boss" Clive Wormleighton and President Rob Gerard. Guests of honour were "Perth" man Tommy Dickson and Bob McIntyre who, after receiving the Mallory Park Championship Trophy from Mrs. Joan Gerard, successfully dealt with the distribution of a large array of glitterware. After this, dancing and an excellent cabaret quickly took night into morning.

F.N.P.



ELVA FORMULA JUNIOR, one of the first British Junior cars to appear on the circuits. A full illustrated technical description and report on this car will appear in a future issue.

SPORTS NEWS

BRANDS HATCH ON BOXING DAY

MOTOR racing at Brands Hatch on Boxing Day gives enthusiasts a Christmas present of seven new types of racing cars which they have never seen in action before. All the new cars are Formula Junior machines competing in the John Davy Trophy race, the first really serious Formula Junior event ever held in this country.

The new cars are a rear-engined Lotus, due to run for the first time on Saturday, two new types of Elva—one with a Hansa engine and a pair with Auto Union motors, a trio of Cooper-Austins, a new version of the Gemini with a 997 c.c. Ford "New Anglia" engine, a Lola with an Austin engine and also an Austin-powered Envoy. Of the permitted 14 starters 10 will be works cars. Of these four are Elvas, to be driven by Chris Threlfall, Peter Arundell, John Brown and A. N. Other; two are the Geminis of Jimmy Clark and Graham Warner, and others are the new Lotus of Mike Costin and the Lola of Peter Ashdown.

The Silver City Trophy race for *Formule Libre* cars will see the début of a developed version of the Lola Junior, powered by a 1,216 c.c. Coventry Climax engine. Other cars in this 15-lap race are the Formula 2 Lotuses of Gordon Jones and Albert Gay, the Coopers of Tom Threlfall and Ian Raby and the Fry driven by Michael Parkes.

Principal competitors in the other races are as follows:—

Lotus Elite: Graham Warner, Jimmy Clark. **Sprite:** Paddy Gaston, J. Venner-Pack. **Giulietta:** R. Shepherd-Barron. **M.G.:** M. Trimble, K. Mackenzie, R. Randall. **Lotus Eleven:** Les Leston, Tom Threlfall, Michael Niven. **Lotus Fifteen:** Michael Taylor, M. G. D. Graham. **Lotus Seventeen:** R. Prior, D. Randall. **Lola:** Chris Steele, A. Rees. **Arden:** Chris Summers. **Lister-Jaguar:** Gordon Lee. **500 c.c. Coopers:** Ian Raby, Gordon Jones, J. Pitcher, Peter Ellis, Don Parker, Brian Heyward. **Mini-Minor:** Bill de Selincourt. **New Anglia:** J. Young. **Riley 1.5:** Peter Pilsworth, A. Hutcheson. **Peerless:** A. Gay, R. H. Ham, B. Rodger. **Zephyr:** David Haynes.

Racing starts at 12.30 p.m. and finishes at about 3.20 p.m. Practice takes place all morning.

RON FLOCKHART is definitely not retiring from motor racing, and hopes to announce his plans shortly. Ron, of course, recently became engaged.

LANCE REVENTLOW hopes to have three Scarabs running in World Championship events next season. He and his technicians are already working on the 1961 1½-litre cars.

HARRY SCHELL is re-forming "Ecurie Bleue", and a team of Cooper-Climaxes will run in F1 and F2 races painted in the French racing colours.

MOSS UNLIKELY FOR ARGENTINA

OWING to the terms of contract in which drivers in the Grand Prix of Argentina must also take part in the "1,000 kilometres", and in the *Formule Libre* race, it is extremely unlikely that Moss will be seen in the Temporada. Stirling quite rightly objects to being started along with inexperienced drivers of "specials", and he has not lined up a suitable sports car.

British entries will include Jack Brabham and Bruce McLaren (Cooper-Climaxes), Dan Gurney and Joe Bonnier (B.R.M.s), and possibly Maurice Trintignant in the Walker Cooper-Climax, as Aston Martins are not going. Scuderia Ferrari's line-up will probably be Phil Hill, Cliff Allison, Wolfgang von Trips and, if he can be persuaded to take part, Jose Froilan Gonzalez.

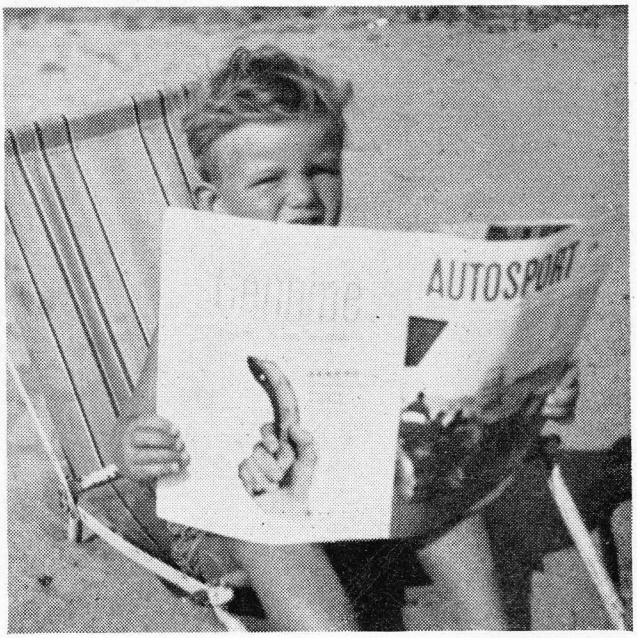
For the Grand Prix, the new system of Championship marking will be adopted, with a point being no longer awarded for fastest lap.

One Reventlow Scarab, driven by Chuck Daigh, may take part, subject to the outcome of engine bench tests now proceeding. However, a more likely event for the Scarabs' début is Monaco.

WELL-KNOWN motoring journalists, with all the "names" behind motoring sport in the trade as guests, were present at the R.A.C. last week for the annual dinner of the Guild of Motoring Writers. Principal guests were World Champion Jack Brabham, John Cooper, Lord Rootes and Russell Brockbank. The Harold Pemberton Memorial Trophy, awarded to the member who has made the most outstanding contribution to the cause of motoring in the past year, was presented to Russell Brockbank, and Jack Brabham received the Guild's "Driver of the Year" Trophy. Speakers included Laurie Cade, Alex Bruce, Tom Blackburn and Jack Hay, in addition to amusing contributions from the two award-winners.

★

OUR YOUNGEST READER? Proudly clutching his holiday AUTOSPORT *is the young son of Mr. and Mrs. Keith Douglas. Keith, of course, is a well-known official of the British Motor Racing Marshals Club and a Mallory Park and Silverstone commentator.*



★



TEA UP, CHAPS! A muddy Eric Jackson (right) laughs as he adds some more water to his steaming Cannon Special. He went on to finish second.

ROTHERHAM AND D.M.C. CENTENARY TRIAL

THE Rotherham and District Motor Club have for the past few years put on a number of sporting car trials and last year adopted one of these—the Centenary Trial—as their main event and ran a successful trial at Listerdale, Rotherham, which is part of their president's estate.

As a result, on Sunday, 29th November, the club put on their first restricted trial—again named the Centenary Trial—at Listerdale.

Unfortunately, the weather was appalling, with heavy rain throughout the morning making a morass of the sections, and the entry was limited by the fact that there was a championship event in Kent on the same day.

But in spite of this the Centenary Trial at Listerdale was a definite success which the competitors enjoyed owing to the wide variety of good sections found on the slopes of Listerdale.

Scorning the scramble for championship qualifying points in order to compete in a local event, 16 competitors turned up at the start, but not all were local. Sheffield and Hallamshire M.C. member I. M. Walker had journeyed all the way from Hawick in Scotland to take part. Why? "Well, there are no more trials cars where I come from, so I have to come down here to a trial," he explained. Unfortunately, in spite of his journey, he was unplaced. Reg Phillips, making one of his recently rare appearances in sporting trials, was competing in his Fairley Special.

Three laps of a course of 12 sections were used and everyone had a go at all 36 sections well before darkness closed in.

Of the more interesting sections noted, Section 6 was a short, steep climb on sticky mud under overhanging bushes. On the first round, Eric Jackson (Cannon) did the best, losing only two marks, with F. Whyte next losing three. Like many of the sections, later comers on the second and third rounds dug down to some grip and on the third round L. Hurt climbed in fine style.

Section 7 was a real stopper on the first lap, but late numbers John Dickinson, L. Hurt and J. S. Berry all reached the six-lost mark, to score best performances. On the last lap several managed to climb it.

Section 8 was probably the best section in the trial—and the best to watch as it was not quite as hard as it looked. It started on grass, crossed a stream, passed under a low, overhanging branch and then up a long muddy-surfaced bank. The experts found grip somewhere and on the first lap Eric Jackson managed to get up and Dennis Hobson, the ultimate winner, dropped only two marks, while L. Hurt and Joe Foster reached the five-lost marker. On the second lap, Joe Foster was unlucky when a promising climb was stopped short by engine failure.

Section 10 was a twisting climb on wet clay and leaf mould on which, under the conditions, it was nearly impossible to stand, let alone drive a car. Steering was difficult and climbing it was impossible. Section 11 was another impossible climb in the wet. It consisted of a rush at a greasy bracken-covered bank which rose steeply after turning immediately right from the start. On the first lap the best was Stan Jenkins, who reached the five-lost marker, but Norman Carr, Jackson, Hobson and F. Whyte all climbed to the six marker after a storming run.

The last section was another unclimbable one. It started on soggy grass, turned left-handed and shortly right-handed up a steep slope on more grass. A steep little hump prevented any further progress, and although many of the later numbers dug down to really dry sandy soil they still could not climb the hump. Many people reached the eight-lost marker but no one did better than losing seven marks.

Only two cars failed to last the full course of the trial—Ralph Needham, who broke his crown wheel and pinion, and John Dickinson who retired with clutch trouble.

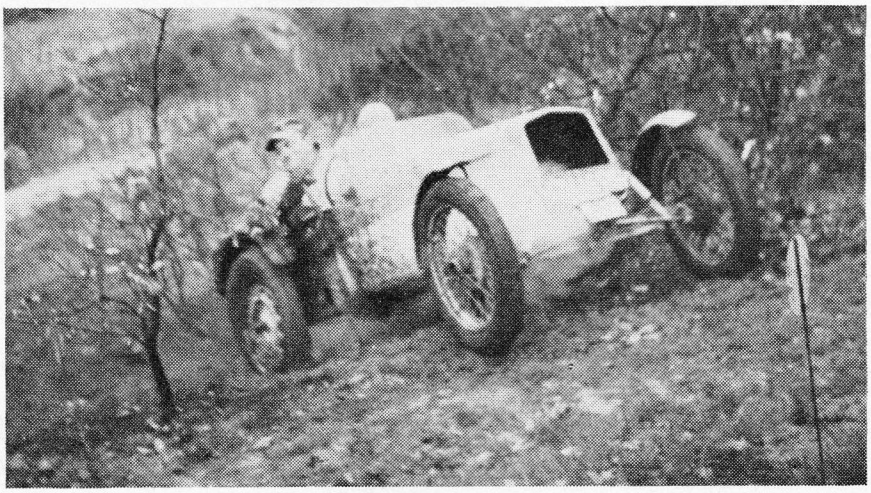
After the first lap Dennis Hobson was already in the lead, three marks ahead of Eric Jackson, and he went on to notch his first big trials win with Jackson second and L. Hurt third.

The Listerdale venue was ideal for the trial as it offered such a variety of gradients and surfaces from sand to sticky clay and to site a trial there is not difficult. The next Centenary Trial is certainly deserving of a much larger entry than this one attracted.

PETER CRAVEN.

Provisional Results

Centenary Trophy (best performance): G. D. Hobson (Ford Special), 162 marks lost; 2, E. Jackson (Cannon), 166; 3, L. Hurt (Ford Special), 167. **Team Award** (best team of four cars): J. Berry (J.S.B.), J. Foster (Mackeson), N. Carr (Trafford) and E. Jackson (Cannon), 756 marks lost.



NO GO, REG. Reg Phillips—a comparative stranger to recent sporting trials—looks to see if his Fairley Spl. is still moving as he spins to a standstill on the last section.



BEN HUR never had it so good! J.V.B., with his "L" plate up, and wearing his made-to-measure diving boots, sets off on a death-defying run

CHRISTMAS ROAD TEST

THE FASTEST BATH IN THE WORLD

BY JOHN BOLSTER

I BET Alec Issigonis will be kicking himself for not thinking of this one! Here at last is a new British car of really functional design. I mean to say, where can you be more comfortable than in a nice hot bath? Admittedly, the Mini-Minor has independent rear suspension and front wheel drive, but so has this bath. Does the Mini-Minor have hot and cold taps? It does not, sir!

The whole project started in June, and the object was to find some stunt that would bring in lots of money for the British Empire Cancer Campaign, the National Spastics Society, and the Kingston Old People's Welfare Association. The final year Mechanical Students from Kingston Technical College hit upon the plan to build a motorized bath. Not only did it have to be completed in time for the Kingston Students' Charities Week which was to begin on 14th November, but on that date it was due to attack that World's Record of World's Records, the Bath to London in a Bath epic.

Well, 13 chaps set to work. Having acquired an ancient but serviceable bath, they considerably enlarged the plug 'ole. This permitted the small scooter-type tyre to project. The single front wheel is driven by a Vespa 125 c.c. two-stroke engine, which has sidecar gears to cope with the weight of the bath. There are three speeds, of which top is only for the very brave, and the whole propelling unit pivots against a helical spring, just as it did when it formed the rear end of a scooter.

As the front wheel cannot be steered, the two rear wheels have to take on that duty. They too are scooter wheels, with the forks and suspension links that are normally found at the front of such devices. They pivot on a tubular structure that is attached to the rear of the bath, and are coupled together by a track rod. There is no reduction gearing, and the vertical tiller only travels a few inches in moving the wheels from one full lock to the other.

The controls are interesting. The tiller handle on the driver's right also carries a throttle twist grip and a clutch lever. The gear lever is on the left and has a celluloid fish for its handle. Just to make confusion worse confounded, the brakes are operated through miles of cables by the left foot. Oh well!

Incredible to relate, several of the intrepid young constructors volunteered to drive the machine. It was registered under the number 999 MPB (Motor Powered Bath), and on the ominous date of Friday, 13th November, it was completed and sent off to Bath. The target time for the record was 11 hours, but in fact the run was finished in the excellent time of 10 hours 50 minutes. This included a spectacular incident when one of the drivers "lost it", and the bath overturned. It was rushed to the nearest garage, welded together again, and after this one pit stop carried on to London and victory.

When I arranged to road test the bath, my man Raymond Baxter insisted on coming along. We were told that one couldn't drive the thing like a car, so I decided to sail it like a boat, while Raymond proposed to fly it like a Spitfire. I had first go, and at the outset showed a deceptive brilliance that was not to last. Once I got mixed up with other traffic, I found something out that completely shattered my nerve. As this is all highly technical stuff, let's start another paragraph.

The thing about rear-wheel steering is that you can't drive away from anything without first driving over or through it. Imagine, for example, that you are proceeding down a road and find yourself getting too close to the kerb. By then, chum, you have had it, and it's too flipping late. You must run over the kerb with your back wheel in



WITH THE TAPS WIDE OPEN, Raymond (call me Stirling) Baxter enters the flying yard, through which he was timed at a phenomenal 35 m.p.h., thus breaking untold thousands of records in the class for unmodified baths.

order to push the front out again, as a moment's reflection will show. In the same way, if you think you are too close to an approaching car, you must first run into it before you can give it more room, if I make myself clear.

Having made this splendid discovery, I naturally did not tell Raymond, and he disappeared from sight in a series of ever-decreasing circles. He claimed to have been in top gear, which I swear is a lie, as a smart burst of revs. in second was almost my undoing. Finally, we both had to admit that we couldn't do the timed tests without danger of overturning, and it looked as though we would have to ask Stirling what he would charge for the job.

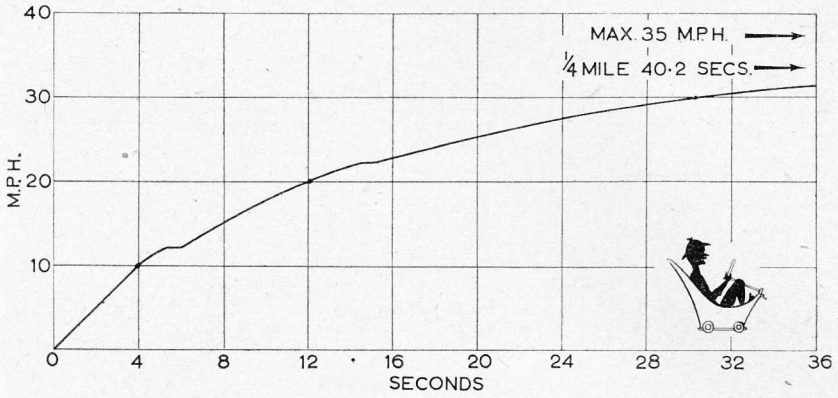
At this point, one David Harding came to our rescue, for he had many flying hours in the bath to his credit, and claimed that he could even drift the thing! It soon became apparent that this was no idle boast, and so we measured out our quarter-mile and set the Fangio of Kingston to work, though even he felt it necessary to strap on his crash hat before engaging the dreaded top speed. Baxter and I followed discreetly in a Mini-Minor full of stop-watches, and we soon had enough figures to construct a graph.

The bath obviously holds the road very well and is perfectly controllable. However, it demands a degree of skill that your Technical Editor simply does not possess. On a deserted road, it runs perfectly straight, but any solid objects seem to have a fatal fascination as one involuntarily steers towards them. Lamp posts attract the bath like magnets, in which respect it has a similar handling characteristic to my dog, Jasper.

This 125 c.c. vehicle will cruise at 30 m.p.h. and climb quite appreciable hills while averaging 60 m.p.g., so it is much more than a joke. Above all, it is proving a resounding success at the job for which it was intended. Something like £1,000 has already been collected for the charities concerned, and a television appearance has enormously enhanced the publicity value of this unconventional but very effective collecting box.

Much thought has been expended in keeping the bath natural. Except for the inconspicuous rear wheels that balance the thing, all that one sees is a chap in his bath, motoring along at a fair rate of knots. A sort of tonneau cover conceals the mechanism and the driver's legs, and this is coloured to look just like soapy water—a brilliant touch. The petrol tank is filled through the normal overflow, and the basic bath has, in fact, been altered as little as possible. It has been homologated by the F.I.A. to run in the international class for unmodified baths, and it is hoped that the well-known French driver, Madame Toilette, will make a big splash in the Grand Prix des Salles de Bain.

I am sure that the Mechanical Students must be proud of their mechanical masterpiece, and the work that they are doing for charity is certainly beyond all praise.



ACCELERATION GRAPH

SPECIFICATION AND PERFORMANCE DATA

Car Tested: S.A.M.B.O. (Simply another motorized bath operation) de luxe single-seater bath. Price—to be determined at auction for charity.

Engine: Single-cylinder fan-cooled two-stroke 54 mm. x 54 mm. (123.67 c.c.). Compression ratio 6.3 to 1. 5 b.h.p. at 5,000 r.p.m. Single Amal carburetter. Flywheel magneto.

Transmission: Three-speed spur gear drive to front wheel, ratios: fast, faster, and ruddy fast. Multi-plate hand-operated clutch, gearchange by expert manipulation of celluloid fish.

Chassis: Cast-iron British built 1927 bath, fitted with three independently sprung wheels on trailing arms and helical springs. Steering by vertical tiller coupled very directly to rear wheels. Cable-operated fully-compensated brakes. Bolt-on disc wheels fitted 3.50 x 8 ins. tyres.

Equipment: Hot and cold taps. Magneto-operated A.C. lighting system and stop lamp. Kick starter. Rubber duck hooter. Combined mirror and back scrubbing brush. Cake of soap.

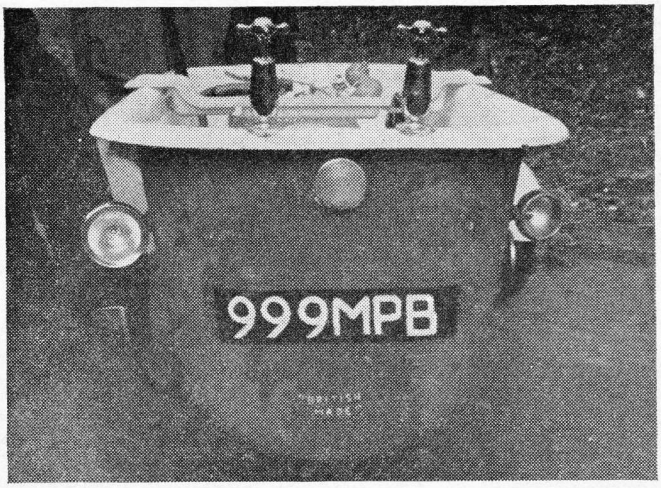
Weight: 400 lb. (approx.).

Performance: Maximum speed, 35 m.p.h. Speeds in gears: 2nd, 22 m.p.h.; 1st, 12 m.p.h. Standing quarter-mile, 40.2 secs. Acceleration: 0-10 m.p.h., 4 secs.; 0-20 m.p.h., 12.2 secs.; 0-30 m.h.p., 31.2 secs

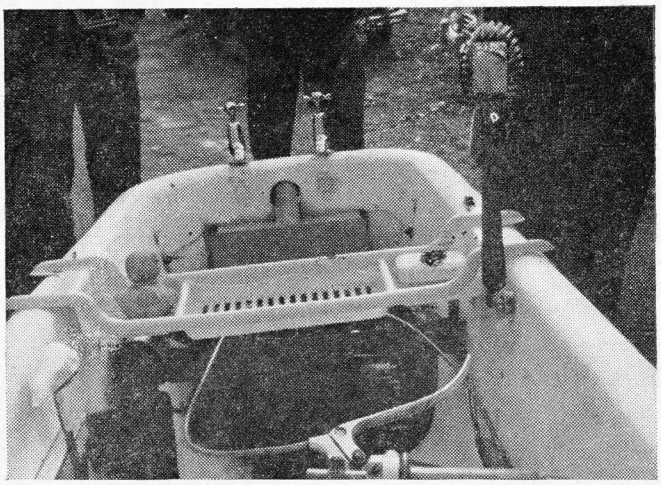
Fuel Consumption: Driven hard, 60 m.p.g.

THE FRENCH "STEERING WHEEL"

EVERYBODY who frequents Paris knows the bar at "L'Action" in the Avenue d'Iena, which has so often been called "the French Steering Wheel". Now a restaurant has been opened in the basement, and, of course, it was the duty of the Technical Editor to put it through its paces. Some very fast lapping was achieved. Among those present were Jean Pagesse, Georges Houel, *le Rédacteur Technique d'Autosport*, and Monique and Jean Lucas. In connection with this enterprise, a drinking licence similar to the F.I.A. article is now issued, and our representative passed his test on "Ricard", which is like Pernod only stronger. J.V.B.



IMPOSING: This head-on view of the bath shows many of the details of one ultimate deterrent we're certain the Russians haven't got! This one, as you can see, is British —and proud of it!



ENGINE-ROOM is up front. The rear-view mirror is cunningly concealed in the back brush, the horn is sounded by squeezing the duck's head and the plastic fish (left) is the novel gear-lever knob. Soap is an optional extra.



PROFILE

Tony Brooks

By Christopher Nixon

SUCCESS can bring about many changes in people. Some become big-headed and obnoxious—others mature and become even more likeable and interesting than they were before—and a very few change not at all. Tony Brooks, to my mind, falls into the second category.

Here is a young man who took up motor racing purely for fun, without any thought of joining the "big league", but, to his surprise and satisfaction, now finds himself looked upon as one of the greatest racing drivers in the world. How then, has this unsought state of affairs affected him?

Tony first hit the headlines in 1955 with his brilliant victory at Syracuse in the Connaught. After the race he slipped away from the pits, changed out of his overalls into his everyday clothes, and returned to mingle, unnoticed, with the excited crowd.

When the press finally cornered him, they were surprised, to say the least. Instead of the exuberant, colourful personality that racing drivers are apparently expected to be, they found a shy, unassuming and rather serious young man, wondering what all the fuss was about and wanting to get home as soon as he could, so that he could continue studying for his finals. What was he studying?—Dentistry! Here indeed was the story journalists dream about, and they made the most of it.

The newspapers next day told of the shy young Manchester dental student, who had come up from nowhere to defeat the crack Italian Maserati racing team on their own ground, a young man who had no time for the pretty girls and bright lights because he was studying to be a dentist.

All this was very true, and most of it is still true today. He is nearly five years older, of course, and he is no longer a student. He *does* have time for pretty girls, but only two, one being his wife, Pina, and the other their five-week-old daughter, Caroline!

But these changes are not due to the success that has been thrust upon him. The real difference between the Tony Brooks of 1955 and the Tony Brooks of 1959 is that he has now, perforce, lost his shyness, and has thus become a personality in his own right, and a most likeable and forthright personality, at that.

Tony was born in Dukinfield, Cheshire, on 25th February, 1932. He went to Mount St. Mary's College, near Chesterfield, where he studied the classics. He was a keen and able sportsman, playing squash, rugby, cricket, tennis, and doing a bit of ice-skating and boxing as well.

After a while he got a bit fed up with the classics and decided to change to science, in spite of the fact that G.C.E. was looming up. With this in mind he went to a tutor college and eventually passed his exams. He then enrolled at Manchester University for a six-year course in dental surgery.

In 1952 he decided that driving motor cars fast appealed to him. He also had the good sense to realize that if he did this on the roads he was very likely to kill someone, and probably himself. So he thought he would try his hand at motor racing. He told his father of his plans and obtained his blessing of the project. To state the obvious, you cannot go motor racing without a car. Well, Tony's mother had a TC M.G. . . .

Now, before you rush out and pinch mum's car, stop, and think, as Tony did, and ask yourself, "Am I doing the right thing?" You may well be forced to admit, as was Tony, that you are not. But be not downhearted—why not do (again) what Tony did—and swop it for something more powerful?! (Note: should this article result in the wholesale swopping of mothers' motor cars by young men wishing to go motor racing, I hereby exonerate myself from any responsibility. I want no irate mums charging into the office, brandishing brollies in my face, and on no account will there be any heaving of bombs, as there is a hospital nearby, and you might upset the patients.)

Anyway, in part exchange for the M.G., Tony got a Healey Silverstone, and on 22nd March, 1952, he went to Goodwood for his first race-meeting. He entered a scratch race and then a handicap. "I came nowhere in the first and sixth in the handicap." He competed in about seven meetings altogether that year, and then at the end of the season he met a Mr. Hely, who had a Healey and a Frazer-Nash. He offered to let Tony try the 'Nash at a practice day at Goodwood early the next year. Tony had a go and Mr. Hely then asked him to drive it for him during the season.

So 1953 saw him competing regularly in the Frazer-Nash and occasionally in his own Healey. He did well with the 'Nash, so well in fact that he was offered a place in the works team for 1954. He jumped at this offer and proceeded to put up some very fine performances during the year.

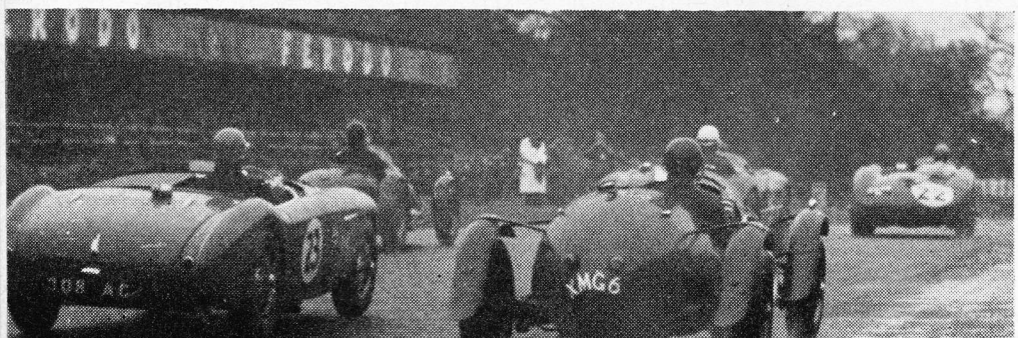
All this time his progress was being watched with interest by quite a few people, notably one John Wyer, then team manager for Aston Martin. Wyer was obviously impressed, for at the end of the year Tony was invited to try an Aston. So one bleak winter's day he went to an airfield somewhere for his try-out. In his own words, "That went all right", and a few weeks later he received a letter asking him to travel to Feltham to arrange a contract for 1955.

Next he met John Riseley-Pritchard, who had a 1½-litre Connaught. Shortly after their meeting, John had to retire from racing for personal reasons, and he asked Tony if he would drive his car for him. This Tony did and competed in National meetings at such places as Castle Combe, Crystal Palace, Snetterton and Prescott. "Oh, heavens, hill-climbs. Never again!" Then came Syracuse.

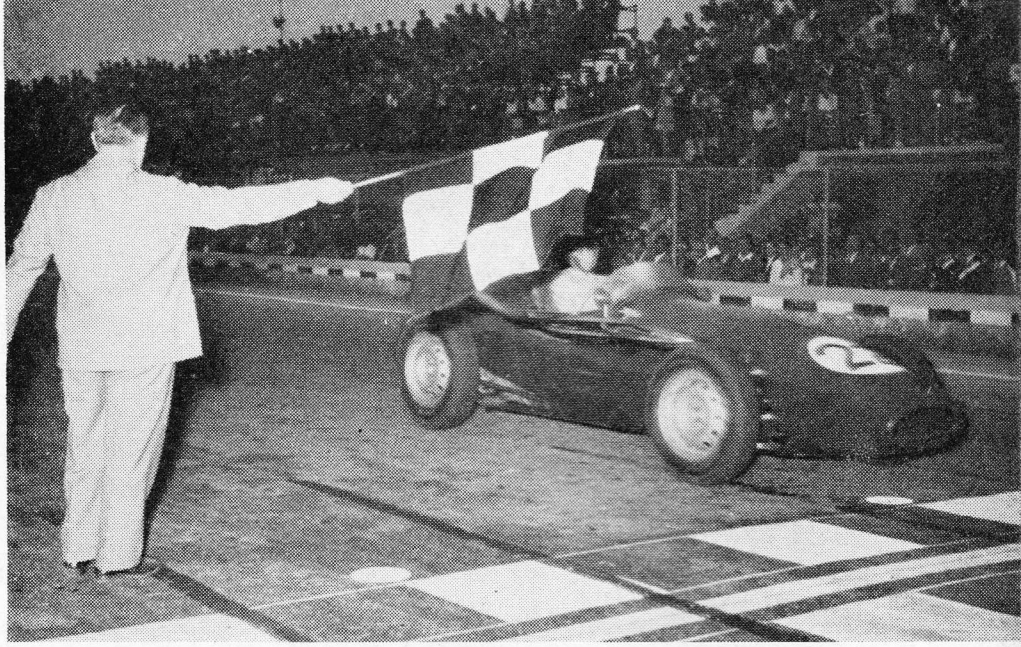
"In October of that year Connaughts, who wanted to go to Syracuse, found themselves rather short of drivers and so they asked me to drive. I agreed, thinking nothing would come of it, but to my surprise the thing went through, although I'd never driven a Formula 1 car before, and I didn't drive one until we got to the circuit. We took two cars, one was a streamliner, Les Leston drove that, and we could only do a very few practice laps because we didn't want to wear them out.

"I found both the car and the circuit to my liking. The latter was terrific, with nice brick walls everywhere, leaving no room for mistakes.

"In the race, after a frightful start, I finally got into the swing of things and



THE FRAZER-NASH saw a good deal of success in the competent hands of its young driver. Here Tony (in car No. XMG 6) sets off in a heat of the British Empire Trophy of 1955.



THE FIRST big victory came at Syracuse in 1955, where Tony, in the Connaught, defeated the works Maserati team. Here he takes the flag at the end of the race.

eventually passed the Maserati boys. It was a fairly comfortable ride. After the first third of the race I eased up, keeping the revs a thousand below the set limit. The car never missed a beat.

"It turned out afterwards that it was the first time that a British car had won an International G.P. in 30 years, or something, and everybody got most excited over it. At the time I was studying hard for my finals. In fact, I was reading all the way over on the 'plane and all the way back, so I didn't have time to think about my win. It never occurred to me that I'd done anything special."

This, then, is the way in which Tony Brooks described his historic drive. "It never occurred to me that I'd done anything special". . . .

In 1956 he signed with Astons for three years, and, "Oh, yes. I joined B.R.M." Also in the team was Mike Hawthorn, but the association with the Bourne team proved an unfortunate one for both of them.

Tony became the first person to finish a race in the new 2½-litre car, coming in second at Aintree, in spite of the fact that he had no brakes at all. Then came two serious prangs. At Goodwood Mike flipped and was thrown out, luckily without serious injury. Then at Silverstone it was Tony's turn.

"During the race the throttle broke. I came into the pits and had it lashed up but then it began to stick open. Nine times out of 10 I was taking Abbey Curve flat out, but by this time there was a lot of rubber on the track, and so I lifted off. Nothing happened. The car went half on to the grass. Most other cars would have still been controllable but I 'lost' the B.R.M. It hit the earth bank and turned over. I was flung out and broke my jaw, and the car caught fire.

"B.R.M. then withdrew from racing till the end of the season. I tested the cars at Monza during the winter and we were faster than Castelotti in a Ferrari, who was also testing there, but I had lost confidence in the car, and so I left the team."

In 1957 Astons brought out the new DBR1/300. It was first raced at Spa, where Tony and Roy Salvadori come 1st and 2nd. ("Incidentally, I've only been to Spa on three occasions and I won each time. I think they're getting a bit fed up with me!") From Spa the team went to the 'Ring, very pleased with the new cars. "We knew they were very good but at the 'Ring they surpassed our expectations. They were superb."

Here Tony notched up another brilliant victory. Superbly backed up by Noel Cunningham-Reid, he routed the Maserati and Ferrari teams, who were considerably upset to see Brooks run away from their number one drivers. But this was only half of it, for Noel, with a mere two seasons of racing behind him, ran away from all their number two drivers, which practically reduced the Italians to tears!

This effort, coupled with his superb second place, behind Fangio, in the Monaco G.P. a few weeks earlier, set the seal on Tony's success and from then on he was recognized as one of the fastest boys in the business.

Tony now lives in Kingston-on-Thames and he has recently bought St. Georges Service Station at Weybridge, overlooking Brooklands. You may read what you like into this. Rumours of his impending retirement are flying thick and fast just now, and his acquisition of the garage has added fuel to the fire, so to speak. He will tell you that he has made no decision yet, and he will probably make public his plans early in the new year. Should he decide to continue (as we all hope he does) I don't think we shall see him in the Ferrari team next year. . . .

He is a tall, rather thin, man, who talks quietly and with confidence. A very modest and unassuming person, he will never say that anything he has done was even *well* done. It just "went all right". But if the modesty is still there the shyness isn't, as I have said before. As a top-line G.P. driver he is constantly being called upon to make speeches at club dinners and other similar functions, and this has undoubtedly increased his confidence and made him easier to approach. He is passionately interested in racing and the welfare of the sport, and will talk for hours on the subject, as he did to me recently. We finally packed up after midnight, and he left me with my head buzzing with his ideas and views.

He is a keen sportsman but has very little time for anything now except squash, which he plays as often as he can.

A deeply religious man, he is a regular churchgoer. He doesn't smoke and drinks only wine, which he likes occasionally with meals. He gives Pina no trouble as regards food. "I'm not fussy. I just like it to be cooked properly."

Contrary to what you might have read elsewhere, Tony first met Pina, a lovely, auburn-haired Italian girl, in Rouen, in 1956. They were married in Italy, on 22nd October last year.

Tony reckons that his most satisfying race was the German G.P. last year, where he won in the Vanwall. But his elation there was short lived. "I felt very happy. Then we heard of Peter's accident and the whole thing evaporated."

His most disappointing event was at Monza, this year, when the clutch burnt out on his Ferrari after half a lap. "I was looking forward to that race, I like Monza and I was really going to have a go. As it happened, I hardly left the starting grid."

He has strong, and I think, controversial views on the Championship and the new formula. Of the former he says that the number of points awarded should be bigger. The new formula is, he thinks, "absolute nonsense. It pleases nobody as far as I can see".

This, of course, is not all, but to give his views in full would take up far too much space, so I asked Tony to put them in print himself. He jumped at this offer and we hope to publish his article in the near future.

"A funny thing happened to me on my way to Sebring the other day." This variation on an old theme is as good a way as any, I think, of beginning one of the many amusing incidents that have happened to Tony during his career. Actually, it wasn't the other day—it was three years ago, but never mind. As he says, "You can't be in a team like Astons without being involved in some silly incident or other. Feltham had a fantastic team when I first joined, what with Reg, Roy and the two Peters, Collins and Walker. I was very definitely the 'baby' of the team.

"We were flying to Sebring in 1956. When we'd been up about an hour it was time for lights out. (It was a night flight.) Collins and Salvadori told me that Astons had hired one bunk for the lot of us—we were to take it in turns. Anyway, I fell for this, climbed in and dozed off. Then the air hostess came up and said, 'What are you doing in there? This bunk is reserved, and anyway, it costs £20 extra.' Collins and Salvadori had heard all this and were killing themselves with laughter, thinking that perhaps I'd get stung for the 20 quid.

"However, the hostess said that the man might not want the bunk and that I might as well stay there meanwhile. Pete and Roy got very worried at this, for it seemed as though I might get away with it.

(*Continued on page* 838)



THE AUTHOR, driving an Austin-Healey in the "Alpine", in which he finished in fifth place in the G.T. category and second in his class.

Seasonal Survey: Part 1

The International Rallies

BY JOHN GOTT

1959 MAY well mark the end of a great era in the classic rallies—an era of events which were basically nothing more than long-distance road races over Europe's best-known mountain passes. With the steady increase of traffic not only are such events becoming more dangerous, but the roads themselves are steadily being improved. Only a few years ago passes such as the Pordoi, Falzarego, Galibier and Forclaz were little better than steep, loose-surfaced tracks, over which only a top driver on a good car could hold a 60 k.p.h. average. Today, not only is the average speed rightly reduced in the interests of tourist traffic, but the passes are magnificently engineered main roads with impeccable surfaces.

As a result rally organizers are forced either to leave the better-known passes in the Alps and the Dolomites and seek out little-used rough tracks, to route through Yugoslavia (surely the most testing rally country of all), or to stiffen an easy road section with speed tests on tracks or closed roads. So far only the A.C. de Monaco has descended to finding winners by secret checks, an unsatisfactory method which demands more luck than driving skill and pleases no one.

With this change in the character of the events has come an equal change in the attitude of competitors and officials. At one time all crews used to accept that hold-ups might occur, that roads might be blocked or changed at the last moment and that map distance did not always coincide with actual distance. They reckoned that these constituted the same "rub-of-the-green" for all, and were happy to congratulate as winners the crew who best surmounted the common difficulty and who so lost the least time. This year the finish of almost every rally has seen a horde of protests on technical grounds, the main object of which has been to upset an order of merit sorted out "on the road". In their turn, officials have become less helpful and much keener on working to rule.

This is perhaps inevitable now that so much interest is displayed in rallies and every important motor manufacturer operates a "works" team, but it has resulted in a lessening of the comradeship and mutual helpfulness which were so delightful a feature of the early post-war "classic" rallies.

Another result is that the 1959 Champions cannot be announced because one driver is unwilling to accept that a control which was only visited by a handful of crews who best dealt with an abnormal situation should be retained in the event, whilst others are objecting to penalties for numbers which were in accordance with F.I.A. regulations (and therefore quite legible), but not in accordance with the special regulations (which they had not been sent) for the event. Both of these matters now fall to be dealt with by the C.S.I., probably in January next, so that the provisional points table which appears at the end of the article can be nothing more than an inspired guess as to how the table *may* look after the C.S.I. have finished their deliberation.

A Maddening "Monte"

After the great rally of 1958, it is disappointing to record that the 1959 "Monte" was a poor event, mainly decided by secret checks on the Mountain Circuit. Moreover, the organization slipped up badly, for the results were altered twice and took a very long time to produce, all of which led to a record number of complaints and protests.

With a little more imagination it could have been a really good rally, for the run through the Chartreuse from Chambery to Grenoble was uniformly difficult for all crews and fewer than 10 arrived at Monte Carlo without penalty. Their valiant efforts went for nothing, however, as all crews who arrived inside the maximum delay time were allowed to take the Mountain Circuit Test where penalties were incurred at the rate of a mark a second, as against 10 marks a minute on the run to Monte. A good example of the "weighting" of the Mountain Circuit Test is shown by the fact that the crew which finished third in the rally were 10 minutes adrift on the run to Monte, which would have been a crippling penalty in a rally designed to be "won on the road".

The rally was, however, designed to be won by accuracy of timekeeping and constant adjustment of average speed rather than by high-speed driving, and the winners, Coltelloni/Alexandre/Desrosiers, Citroën, were by far the best at this and thoroughly deserved their victory.

By one of those quirks of chance which make the "Monte" such a gamble, four out of the first five crews and three



CHAMPIONS ALL: From left to right Ann Wisdom and Pat Moss, Ladies' Champions in 1958, and Mrs. Nancy Mitchell, who won the title in 1956 and 1957.



MONTE CARLO RALLY winner in 1956, Ronnie Adams stands with his Sunbeam Rapier and his trophy at Monte Carlo after the 1959 event.

out of the eight class-winners left from Paris, the starting point which in 1958 had proved nigh impossible for everyone, including this year's winners. From Paris too started Pat Moss and Ann Wisdom, Austin A40, to finish 10th and win the Coupe des Dames for Britain for only the fifth time since the rally started in 1911.

Although Britain provided 105 out of the 360 entries, she did not obtain a proportionate result in the "palmares", as apart from the brilliant showing of the B.M.C. girls, British cars and crews won only two classes, de Salis/Bridgeman, Aston Martin, and Parkes/Howarth, Jaguar 3.4, the latter leading the team of privately entered Jaguars which carried off the coveted Charles Faroux Challenge Cup in the teeth of stern opposition from "works" teams from all over Europe. The highest-placed British car was again a Sunbeam Rapier in fifth place, driven this time by the consistent Ronnie Adams and Ernie McMillen.

For the record, the "Monte" was once more a French near-monopoly, with two Citroëns, a Simca and a D.B. occupying four out of the first five places and French drivers winning four out of the eight classes.

The Ladies Show Their Paces in the Sestriere

In marked contrast, the Sestriere was very much a drivers' rally, being decided by a series of speed tests on hill-climbs (Grand St. Bernard, Serravalle, Sestriere), tracks (Modena, Monza and Sestriere), plus a high-speed "pylon-dice" at Turin. Naturally it attracted many of Italy's racing drivers, including most of those recently selected for coaching in the Centro Sud school, and turned out to be a very good event.

The star of the rally was undoubtedly Ada Pace, who finished second overall on an Alfa Giulietta Zagato driving with Carlo Toselli. He wisely left the tests to the lady, who not only kept handsomely beating the men in her class but who three times made fastest time of the whole entry. Even Ada's brilliant driving could not, however, hold the fantastic 750 c.c. Fiat Abarth Zagato of Castellina/Frescobaldi (third in 1958), which won fairly easily.

B.M.C. were the main British entrants and were rewarded with the Team Prize, the Coupe des Dames (Pat Moss/Ann Wisdom, Riley 1.5), and a special prize for the best 750-1,100 c.c. G.T. car (Tommy Wisdom/Tony Lucas, Austin-Healey Sprite). The B.M.C. girls' victory did not, however, count towards the Championship as the only other ladies' team was Annie Soisbault/A. Dubosc, Triumph TR3A. Pat had some small consolation, however, in beating the French girl, on level terms, in four of the tests, and finishing fifth in a class of 25 Alfas, Volvos and Fiats.

A German-crewed Jaguar 3.4 won its class with some ease—a portent for the next Championship rally.

A Terrific Tulip

After a lean period, the Tulip Rally was right back on form, only five crews finishing without loss of marks and only nine losing a minute. The damage was caused by a series of short, tricky stages in the Massif Central around Lamastre, where the weather was horrible, with mist and pouring rain. There were the usual special tests, but these were not needed to decide the main results as only two of the "clean sheets" were in the same class. In an event which was well and truly a drivers' rally, it was gratifying that three of the "clean sheets", the Inter-Nation prize, the team prize and three of the classes went to British crews on British cars, the outright victory going to the Morley brothers on their privately entered Jaguar 3.4, which was only a fortnight old at the beginning of the rally. Keith Ballisat and J. Marvin drove a Triumph TR3A into second place and Peter Riley and Dick Bensted-Smith on a Ford borrowed from the "works" came third. However, the sensation of the rally was Erik Carlsson on his G.T. SAAB, who not only came fifth, but who beat all the Porsches in a terrific race at Zandvoort, where Jack Sears on an Austin-Healey once again made fastest time of day. Pat Moss/Ann Wisdom crashed in the Massif and the Damesprijs went to Greta Molander/Helga Lundberg on a SAAB (for the third time), after a struggle with "Tish" Ozanne/Anne Hall, Riley 1.5, who lost the same marks on the road but who found it more difficult to get bonus points in a class of 28 cars than the Norwegians did in a class of only eight cars.

The Acropolis—An Outstanding Rally

The Acropolis was one of the few rallies to increase its 1958 entry list, a proof of how attractive is this excellent event. Not only do the A.C. of Greece officials go out of their way to be helpful—an attitude becoming less common, unfortunately—but Greece provides some superb rally country of incredible scenic beauty. It is also incredibly difficult, for not one crew retained a "clean" sheet over the Special Stages, the best performance being by the winners, Levy/Wencher, Auto Union, who were 2 mins. 45 secs. late. The rally was, therefore, won on the road and the speed tests at Mount Parnes and Tatoi airfield had little bearing on the final results.

Pat Moss/Ann Wisdom crashed again (Ann being at the wheel this time), but Annie Soisbault/Renee Wagner, Triumph TR3A, put in a magnificent drive to win their class, the Coupe des Dames (for



ON THE BRINK: Gerry Cooper's Jaguar just about to overturn at Zandvoort during the Tulip Rally, after a vain attempt to overtake the big Impala (hidden behind flags).



ZANDVOORT: The tremendous Tulip Rally battle which featured the Jaguars of Eric Brinkman and Gerry Cooper and Stevnebrink's big Chevrolet Impala in the over 2,600 c.c. event.

the second consecutive year), and finish ninth overall.

The Greek Champion, Pezmazoglou, carried off his class for the sixth consecutive time, a feat which must have greatly pleased H.M. the Queen of the Hellenes, who graciously presented the prizes.

In a few years the Acropolis has become a really great rally, which deserves more support than some better-known, but less well-run, events.

The Scandinavian Rallies—Probably the Final Arbiters

Sweden's Midnight Sun and Norway's Viking Rallies were this year joined for the first time by Finland's attractively named Rally of the 1,000 Lakes. All were run on the same pattern, an easy road section in which were inserted extremely difficult Special Stages run at a very high speed over gravel roads. This again resulted in the paradox of a series of rallies which, in terms of finishers to starters, were some of the easiest of the season (all had around 80 per cent. of finishers to starters), and in terms of "clean sheets" were the most difficult—no crew retained one in any of them!

It is unfortunate that the specialized technique of driving fast over gravel comes so naturally to the Scandinavians that no non-Scandinavian crew has figured in the first five places of the General Classification of these rallies for some years. However, the Auto Union team did very well, for Wolfgang Levy was fourth in his class in the Midnight Sun and second in his class in the Viking, thereby acquiring valuable points in the teeth of the toughest opposition.

It would seem, however, that the Scandinavian series will probably have a most decisive bearing on the Championship winners. Erik Carlsson won the Midnight Sun, was second in the Viking and fourth in the 1,000 Lakes, a run of successes that netted him no less than 26 points.

Equally startling was the run of Ewy Rosqvist, who won the Coupe des Dames in both the Midnight Sun and the Viking. Previous to this she had been regarded as a complete outsider, but these 16 points put her in a position to make a strong bid for the Championship in her first serious season. The challenge was taken up by Pat Moss/Ann Wisdom in the Viking and they did very well to finish only 4.15 points behind the Swedish girl, whose Volvo was considerably more powerful than their Austin A40.

In the past all the British "works" teams have tried (and failed) to beat the Scandinavians on their home ground, but, if they wish to score Championship points, they will have to try again in 1960 for these rallies may well carry the maximum co-efficient under the new scoring system.

It is true that the Scandinavian cars, such as SAAB and Volvo, have an advantage (these cars took 10 of the first five places in General Classifications in the three rallies), but the others went to Ferrari, Volkswagen, Peugeot and Skoda, all of which have been beaten time and again by British cars of similar type.

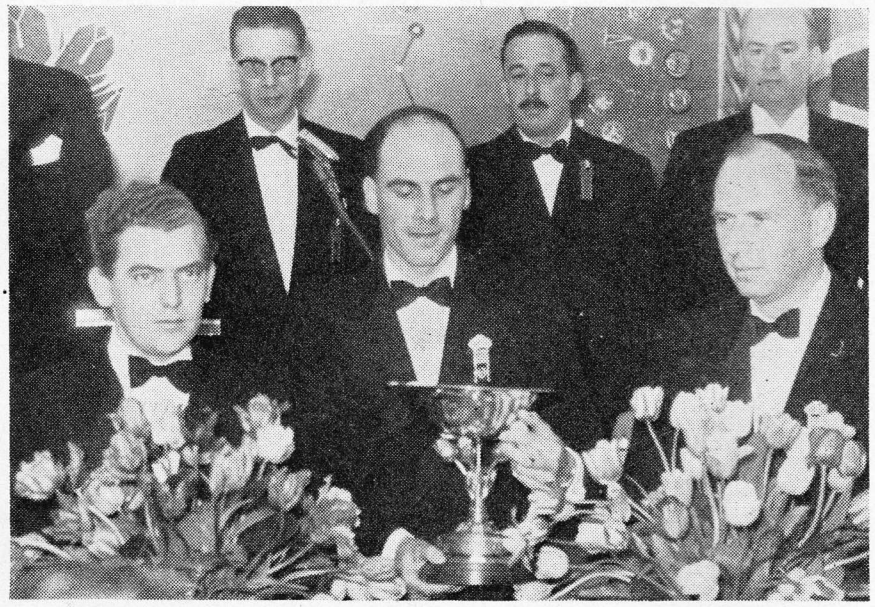
The Challenge of the Mountains—The Coupe des Alpes

The 1959 version of the "Alpine" showed some significant changes. Firstly, there was no General Classification, but merely a Touring and Grand Touring category, in which prizes were given at the end of each stage, as in the Tour de France. Secondly, whether by design or miscalculation, the coveted prize of a Coupe des Alpes for a "clean sheet" was put out of reach of all but the smallest c.c. class of Grand Touring cars. Thirdly, Touring cars given the "full treatment" (Group III) were lumped in with, and therefore had the same average to maintain, as standard and slightly modified Touring cars (Groups I and II). This is now illegal under the 1960 Championship regs.

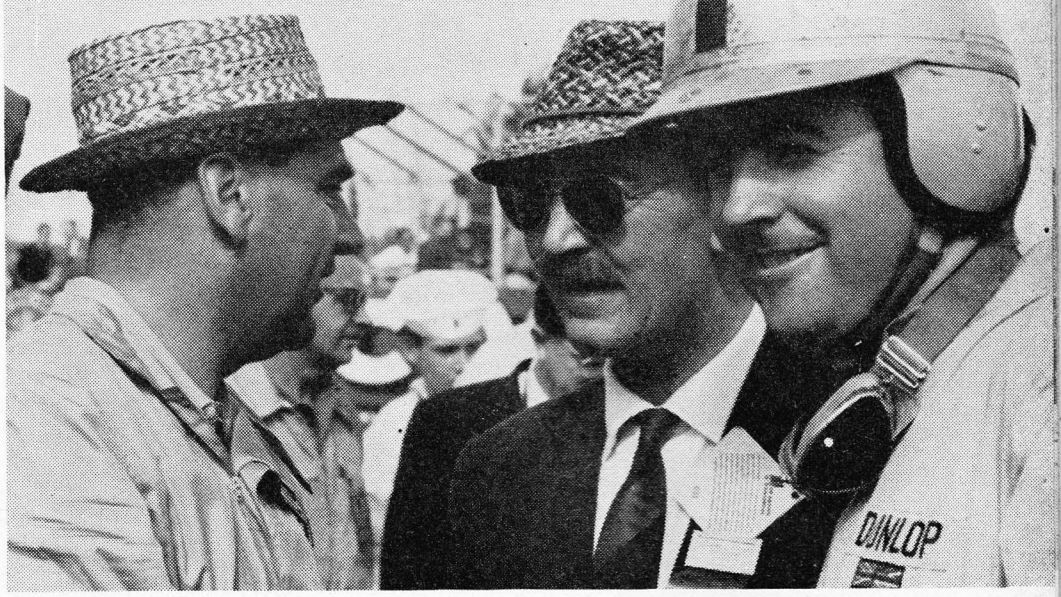
It was unfortunate that Group III cars were given such an advantage and that a Coupe des Alpes was not possible for a G.T. car of over 750 c.c., for in all other respects the rally was first class. The course was most testing, but well chosen and efficiently marshalled. Nine Coupes des Alpes were awarded (eight to crews of Touring cars and one to the crew of a G.T. car), of which six went to British crews on British cars—two to Sunbeam Rapiers, three to Ford Zephyrs and one to a Triumph Herald on its first serious rally outing. Fords were the consistent cars of the rally, for they won all Team Prizes and Edward Harrison now has two Coupes towards his Gold Coupe. Best performance went to the fantastic Renault Dauphine of Condrillier/Robin, and the Dauphine is the first car to make best performance in both the "Monte" and the "Alpine".

No ladies' crews finished. Pat Moss/Ann Wisdom fell out with gearbox maladies in their Austin A40, after leading the Coupe des Dames, and making best British performance for two of the four stages. Anne Hall/Nancy Mitchell had the cruel luck to have their Ford break up within 300 miles of the finish when they were leading the Coupe des Dames and had a Coupe des Alpes almost "in the bag". Annie Soisbault/Renee Wagner could not cope with a punctured wheel owing to a faulty jack.

(To be continued)



WINNERS: Barry Hercock and the Morley brothers pose with the trophies after a fine outright win in the Tulip Rally in their 3.4 Jaguar.



"WELL, WHAT DO YOU THINK?" John Cooper, Gregor Grant and Jack Brabham have a pre-race pow-wow. Straw hats were all the rage at Sebring, evidently.

SEBRING AFTERTHOUGHTS

PHOTOGRAPHY BY OZZIE LYONS

By Gregor Grant

IF it is the desire of the A.C. of Florida to bring full-scale Grand Prix racing to the attention of the vast potential American public, then the Sebring race can hardly be said to have been an unqualified success. Although claimed to be a genuine road circuit, Sebring is nothing more than a converted redundant airfield site, with little to commend it because of its isolation. Although one must give Alec Ulmann and his associates all possible credit for staging the event at all, it could not possibly have taken place without the direct support of many concerns, some of which are of European origin. It was also rather unfortunate that, during the prizegiving, the occasion was made more of a cabaret than a dignified ceremony. After several peculiar references to competitors and their cars, the crowning point surely was when the handsome Dunlop Trophy was described as the Goodyear Trophy, and that it had been won by Briggs Cunningham. Briggs uses neither of the tyres in question, and the actual trophy had been won by Joe Sheppard in his Sunbeam Rapier.

I was not amongst the pressmen invited to the eve of race Press reception, but did see the hand-out of the remarks made, which mainly consisted of an attack on a certain circuit not very far from Sebring. Such observations can be held as private opinions, but surely it was not necessary to make them public to journalists gathered from many parts of the world, most of them paying their first visit to Sebring. The 12 Hours Race has become something of an institution, and for that reason thousands of enthusiasts arrange their vacation accordingly. To expect them to find the time and the money so near Christmas to pay a second visit was a trifle optimistic, and may explain why the attendance fell far short of expectations.

I do hope the organizers will see the point of these criticisms. In the main, they did a fine job in putting over the Grand Prix, but they themselves must admit that it was the close struggle for the Drivers' Championship of the World which brought over Cooper-Climax, Ferrari and others. If it is the intention to make the Grand Prix of the United States a permanent fixture, it might be necessary to study the question of transferring the venue to another circuit, preferably one which lies nearer more thickly populated centres.

The race itself was, for the most part, spoiled as a spectacle by the first-lap incident involving Tony Brooks (Ferrari), and the subsequent early retirement of Stirling Moss in Rob Walker's Cooper-Climax. It was saved from mediocrity by the incredibly dramatic finish, with Brabham pushing his crippled car, and Trintignant all but catching the eventual winner Bruce McLaren on the line. This, of course, was something of which the organizers could not possibly have dreamed, and naturally made headlines all over the world.

Both Moss and Phil Hill (Ferrari) rather punished their transmissions with sprint starts, but whether or not this had anything to do with their subsequent retirement is difficult to say. All four Ferraris had trouble; Hill, Allison and Brooks had clutch bothers, whilst von Trips had his engine more or less disintegrate. The two Lotuses had gear-selector failure, and it is to the credit of Innes Ireland that he brought his "one-speeder" successfully home in fifth place. (It appears that von Trips's final lap did not qualify so Ireland moves up a place in the results.)

Jack Brabham's fuel tank sprung a leak, which caused the car to dry up on the last lap. Bruce McLaren had no trouble at all, and although a rear wishbone snapped on Trintignant's car, it did not prevent the little Frenchman making fastest lap with a car which had probably 20 b.h.p. less than those of Brabham, Moss and McLaren. I gather that "Trint" has changed his mind about possibly retiring, which is one of the better pieces of news from the circuits. There is no more popular driver today, and wherever he goes "Maureece" makes scores of friends. Latest news is that he has signed for Aston Martin.

Ronnie Noble of the B.B.C. *Sportsview* team secured one of the best shots I have ever seen, when he took John Cooper doing his famous "Head-over-heels" act, and then showed the complete bewilderment on his face when he suddenly realized that Brabham was missing! Last week's report and pictures in AUTOSPORT were taken to England by Raymond Baxter, who was covering the race for sound radio—mainly at his own expense! It was a close thing, for Raymond missed his aeroplane at Tampa—and nearly repeated it for the later service.

The so-called race for compact cars was a distinct success, but despite the overall victory by Walt Hansgen in Briggs Cunningham's 3.4 Jaguar, the talk of Florida was the remarkable performance of the V8 Studebaker Larks. Entered by Ed Lane of Miami, the cars were prepared by Ralph Moody, and the mods included an internal roll-bar structure. That they had been successfully "breathed upon" was evident by the fact that they were timed as exceeding 125 m.p.h. down the straight. Admittedly they were a trifle short of brakes towards the end of the two hours, but nevertheless, a second and fourth place overall was pretty good going. In point of fact, they even had a chance of victory, which ended when Ralph Moody blew a tyre. The Chrysler Valiants were somewhat outclassed, and it was thanks to Ed Hugus that the Corvair secured a class win against Denise McLuggage and the lone Ford Falcon. Art Riley secured fifth place with his Volvo, and Pedro Rodriguez (Volvo) was seventh, just behind Hugus. Bill Tannheuser's SAAB was the leading under 1,000 c.c. car. This car was flipped the day before the race, and was repaired during the night.

Result

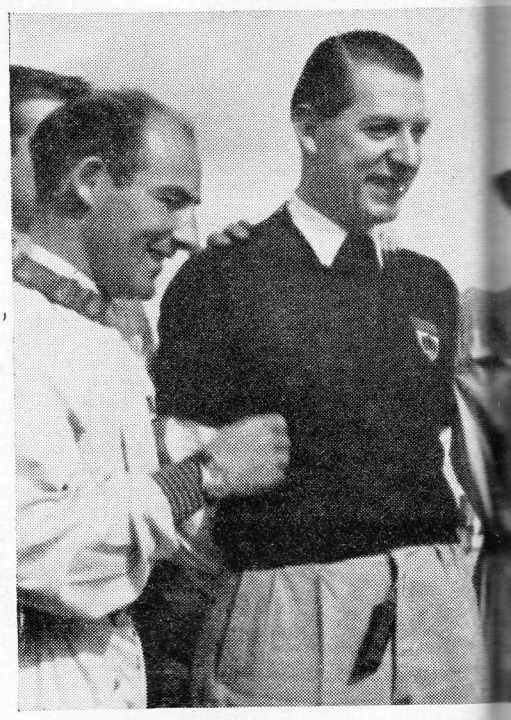
1. Walt Hansgen (Jaguar), 31 laps, 78 m.p.h.
2. Curtis Turner (Lark), 30.
3. Phil Forno (Jaguar), 30.
4. Fireball Roberts (Lark), 29.
5. Art Riley (Volvo), 28.
6. Ed Hugus (Corvair), 28.
7. Pedro Rodriguez (Volvo), 27.
8. Denise McLuggage (Falcon), 27.
9. Jeff Stevens (Valiant), 27.
10. George Constantine (Corvair), 26.
11. Vernon Bennett (Volvo), 26.
12. Fred Martin (Valiant), 26.

Fastest lap: Hansgen, 3 m. 55.2 s.

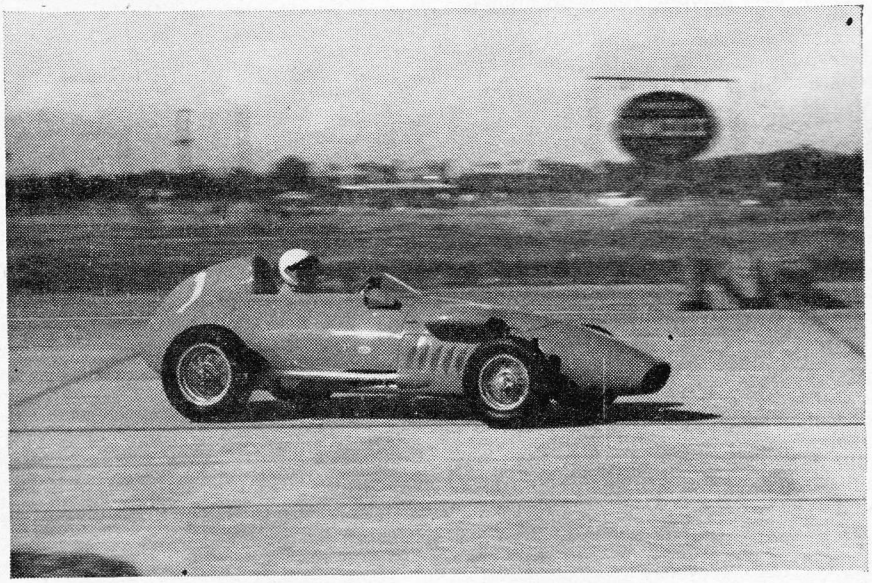
The Formula Junior race on Friday was a Stanguellini affair, with Walt Hansgen winning in Briggs Cunningham's car on the shortened course. The two brand-new Geminis of Bill Tannheuser and Bob Pfaff, entered by Jack Sheppard, promised well, but suffered annoying breakages. Both had trouble with oil cooler mounting brackets coming adrift, and sheared studs. It seemed to me that the B.M.C. Series A engine used in both Gemini and Elva was a lot down in power as compared to the Fiat-based units used in Stanguellini and Taraschi. The DKW-powered HSMs were disappointingly slow, and only one appeared for the race.

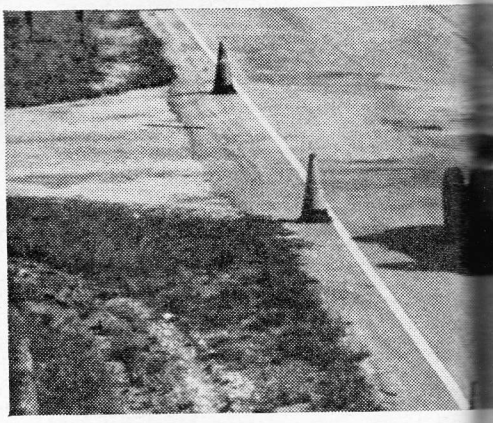
Anyway Formula Junior created a good impression, and it is certain that there will be dozens of races held next season in the U.S.A.

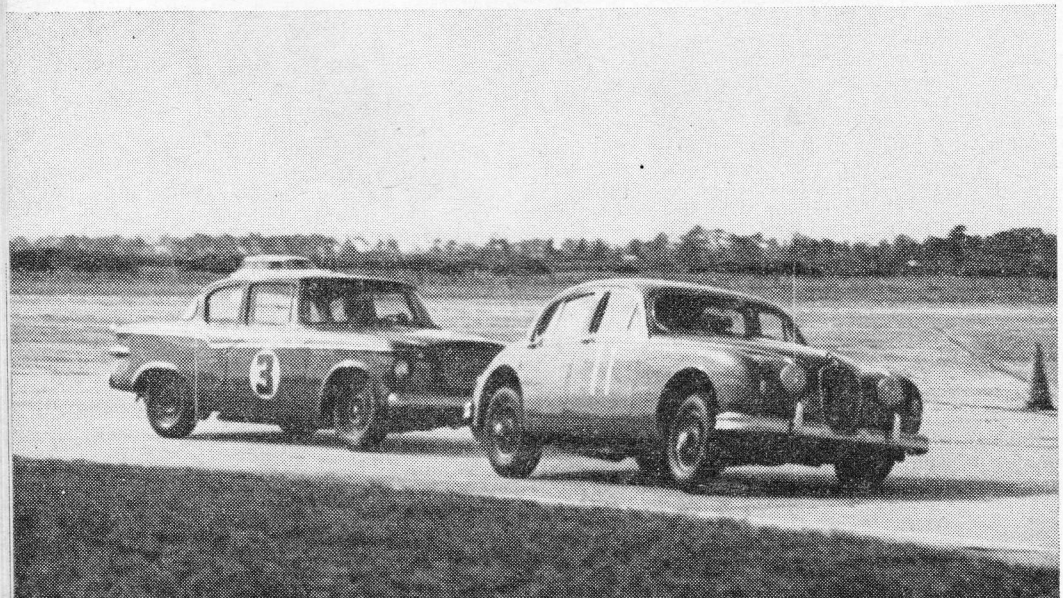


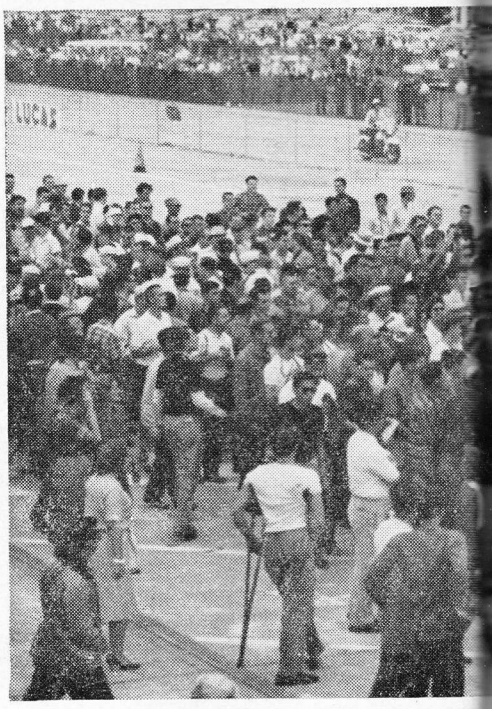


LOTUSES ABROAD (above): Shortly before the start the mechanics wheel the Hornsey cars on to the grid. WINNER of the Formula Junior race was Walt Hansgen, seen here in the Cunningham Stanguellini (left, centre). GET A MOVE ON (below, left): Ralph Moody in one of the phenomenally fast Larks, chases Walt Hansgen round a bend. VAIN CHASE (middle, centre): Cliff Allison streaks down a straight in his efforts to catch the leaders. AND, OF COURSE, they all had pit passes! (bottom, centre): A horde of spectators surround an exhausted Jack Brabham at the finish.





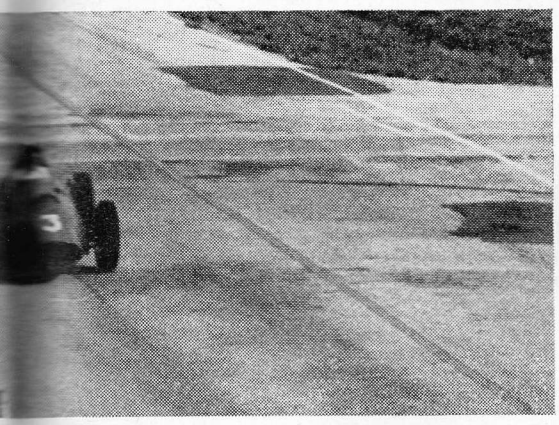


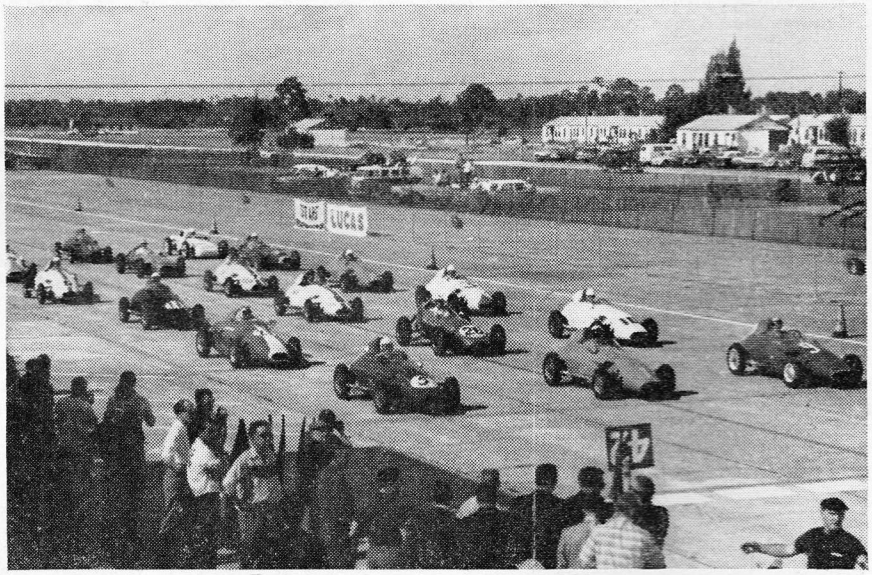




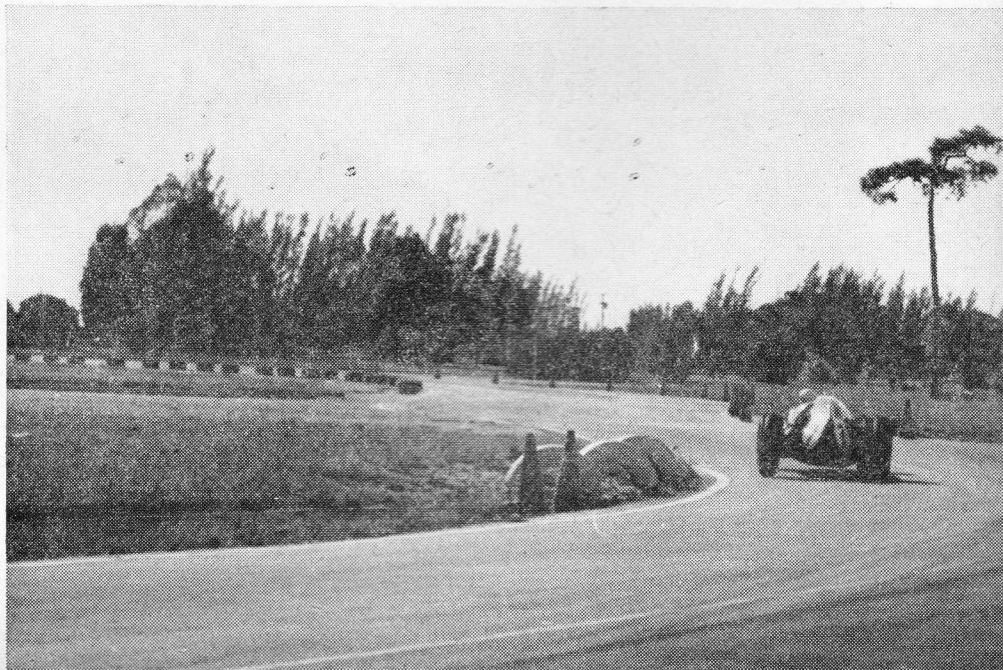


WE ARE THE COOPER BOYS (top, centre): Stirling Moss, Rob Walker, John Cooper and Jack Brabham have a laugh before the start. COMPACT CARS (top, right): Rodger Ward (Corvair) is chased through a turn by Vern Bennett and Pedro Rodriguez (Volvos). THE FORMULA JUNIOR FIELD (centre, right) consisting mostly of Stanguellinis, gets ready to leave the grid. Cars 22 and 26 are Geminis. NOT HIS DAY (bottom, right): Stirling Moss, driving the Rob Walker Cooper, set up fastest lap in practice but was forced to retire on the sixth lap.











LET'S HAVE A LOOK (left). Bobbie Parkes checks his route. OFF YOU GO (below). T. A. Gold (Sprite) leaves the start control.

WHITTAKER TROPHY RALLY

Victory for John Waddington and Stuart Turner (Austin A40)

THE Lancashire Automobile Club's Whittaker Trophy Rally, which in effect was the decider for the B.T.R.D.A. Silver Star, took place over the week-end of 5th-6th December.

Groups and classes followed the now established practice introduced by the Lancashire Automobile Club, of dividing competitors into the categories of Expert, Semi-Expert and Novice, but an additional innovation was the use of different average speeds for each group. To facilitate this the Experts, obviously rated higher, departed first.

Starting from Nateby on the main A.6 road between Preston and Lancaster, competitors, after the ceremony of briefing and watch sealing, departed at 11.30 on the Saturday night to follow a route, in the main, set in Lakeland, proceeding "near" such place names as Caton (West) Over Kellett, Yealand Redmayne, Silverdale Station, Sedgwick, Brigsteer, Lindale, Haverthwaite, Spark Bridge, Ulpha, Little Langdale, High Wray, Sawrey, Newby Bridge, Winster, Arkholme, Gressingham, Hornby, Brookhouse, Garstang, and back to Nateby, by 6 a.m.

The course, covering some 200 miles in length, avoided towns like the plague, and, to be fair, did not include any real rough stuff. It was tough enough, however, to allow no clean sheets, the nearest being the winner, John Waddington, who, navigated by Stuart Turner in an A40, were the only pair with "no fails" (*i.e.*, reporting 30 minutes or more late at a control or check). They were clean on "time" up to control 10, but thereafter lost their total of minus 34 in "dribs and drabs"!

Out of a total entry of some 70 plus starters, which included two teams from the newly affiliated Calder Vale Motor Club, only 19 competitors finished within the time limit, plus a further 12 much later on! But, in spite of a night consisting of rain, drizzle and fog, no "real" incidents were reported. The survivors had a "smashing" time, and one and all voted the "Whittaker" tops for organization and route! One afterthought, the practice of "Rome control Mille Miglia full treatment starts" from main road hotels does not exactly promote friendship with the local inhabitants *and should be dealt with by immediate disqualification!*

Had the local gendarmerie been present, only minutes after the start, certain experts, who should have known better, might have been "inside" for quite a time!

FRANCIS PENN.



Results

The "Whittaker Trophy": J. W. Waddington (A40), no fails, 34. **Experts, Closed Cars:** M. Sutcliffe (Morris), 4 fails, 115. **Experts, Open Cars (Moded, etc.):** J. W. Waddington. **Semi-Experts, Closed Cars:** J. R. Tomlinson (Riley), 11 fails, 104. **Semi-Experts, Open Cars (Moded, etc.):** R. Hobro (A35), 6 fails, 66. **Novices 1 and 2 Merged:** Mrs. S. M. Potts (Morris), 20 fails, 94. **Team Award:** D. C. Astle and A. C. Taylor (TRs), 5 fails, 119. **B.T.R.D.A. Award:** J. W. Waddington.

Brooks—*continued*

Eventually, the fellow came along and claimed his bunk, so I had to climb down.

"I got my own back—on Roy anyway—when we got to Sebring. We had double rooms in our hotel. I shared one with Reg, Roy and Pete had another, and the four of us had to share one bathroom. This was between our rooms and had connecting doors.

"One day, Roy had just run a bath and was standing on the mat, testing the water with his big toe. When I knew he was in there, I rang through to his room. Pete answered the phone and I asked for Mr. Salvadori. Pete called Roy into the bedroom and as soon as he got to the phone, I gave the signal to Reg, who rushed into the bathroom, locked himself in (and Roy out) and enjoyed Salvadori's bath!"

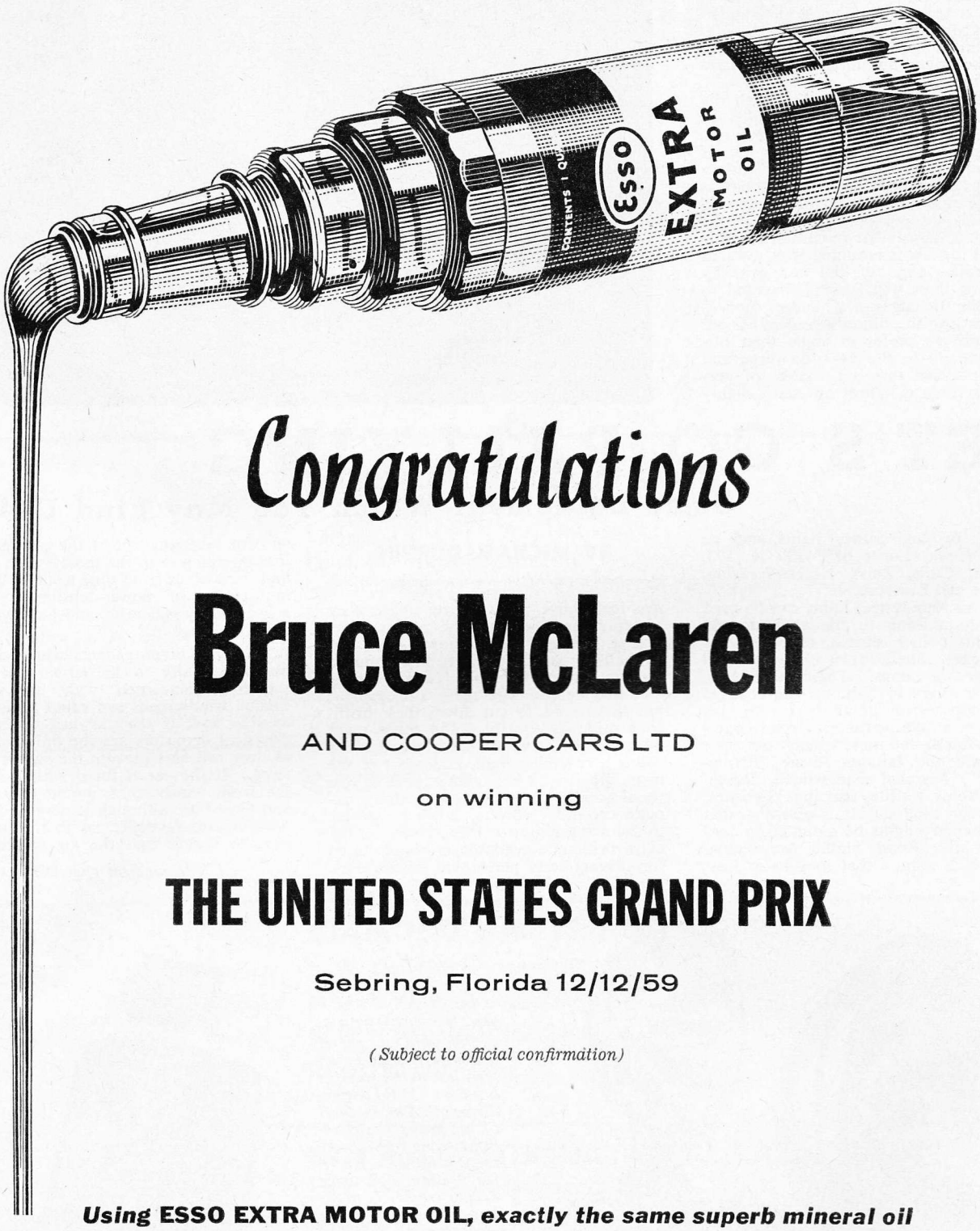
There are many more stories like that, but unfortunately there is no room for them here.

Well, the 1959 season is over and Tony has finished runner-up in the World Championship. Where does he go from here—on to greater feats in the sport which is, to him, strictly a hobby—or will he give it all up for the more hum-drum, but secure, life of a dentist and garage proprietor? He alone knows the answer.

He cannot be blamed if he decides to retire, for he has been racing for eight years now, and has played his part in helping Britain to achieve her present supremacy in the sport he loves. His brilliant successes have ensured him a place among the all-time greats of motor racing.

But whichever way he decides, you can be sure that this charming and very popular young man will be around the circuits next year—either at the wheel of a racing car—or just watching from the side lines. One way or the other, his hobby will keep him occupied for many years to come.

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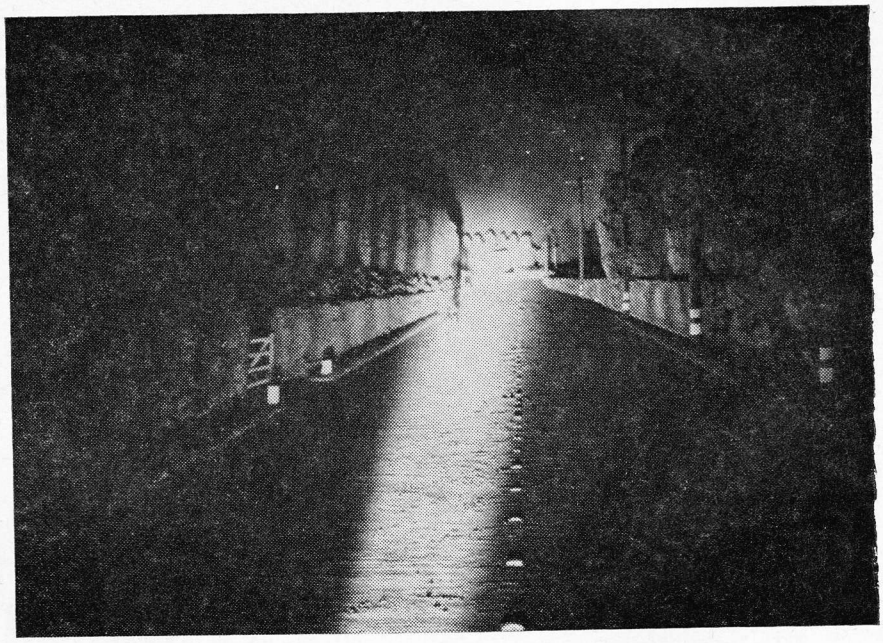
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LET'S GO RALLYING

Some Equipment Which You May Find Useful

BY MICHAEL DURNIN

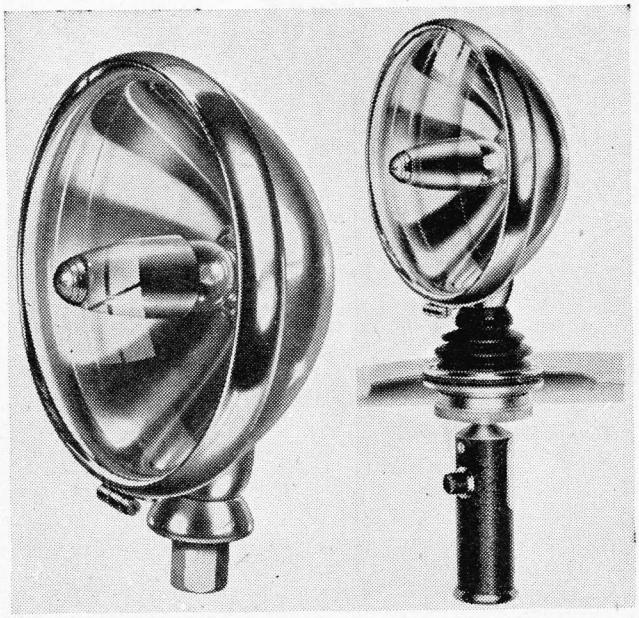
THE strains and stresses which rallying imposes upon a car and its crew are far in excess of those encountered during normal daily motoring. "Driver training" is beyond the scope of this article but many items of equipment can be added to the car to minimize the rigours implicit in the sport. Rally equipment falls into two main categories: devices designed to assist the driver; and instruments that aid navigation.

To begin with, we will deal with the former. Most rallying—especially in Great Britain—is done during the hours of darkness and therefore lights are of paramount importance. A great variety of lamps have been designed to combat fog—the rally driver's greatest enemy—but fog lamps can perform a dual role. Regardless of weather conditions, a pair of good fog lights mounted well towards the outside edge of the car can, by reason of their wide spread, be used to illuminate the edges of a bend as soon as it comes into the driver's field of vision. Many drivers prefer to angle their offside lamp on to the nearside verge and vice versa, but this is a matter of personal preference. There are many highly efficient fog (and corner) lights, such as Bosch, Hella, Lucas SFT 700 or 576, Duallier, Cibie, Zeiss, Notek Nearlite, Raydyot and Eversure.

Spot (or long-range) lights can be used either in addition to the car's normal headlights (which should, of course, be in first-class condition) or in conjunction with the fog lamps. Their purpose is, simply enough, to light up the road as far as possible ahead of the car to give the driver ample warning of road conditions. Among the most widely used spot lights are the famous Lucas "Flamethrower", Marchal Fantastique, Bosch, Hella, Notek Farlite, Raydyot, Eversure and Butler 1468/C. It is essential that these auxiliary lights be mounted in conformity with Road Traffic Act regulations which require that they be at least two feet above ground level unless they are to be used exclusively in conditions of fog, driving rain or snow. It is also as well to mount them behind bumper level in case of accidents. Lamps can be mounted behind wire mesh stoneguards, but these tend to cut down their brilliance quite drastically. The other main light designed expressly for the driver's use is a reversing light, and most of the firms already named make these in the usual small, compact sizes. Many experienced rally drivers, however, prefer to use a fog lamp for this purpose as the extra brilliance available is better suited for driving tests performed in the dark and for reversing out of the wrong turnings in which even the most expert crews find themselves from time to time. With a multiplicity of power-consuming lights a heavy-duty generator and battery form a useful safeguard.

The only other gadgets which contribute materially to the driver's welfare are also concerned with his vision. Misted windscreens can cause him much trouble and, if the car has no heater, electrical demisters are the only solution as they will also prevent the screen from icing. If the car is fitted with a heater the front windscreens should stay mist- and frost-free, although it may be found necessary to fit deflectors to the hot air vent to ensure that the air is properly

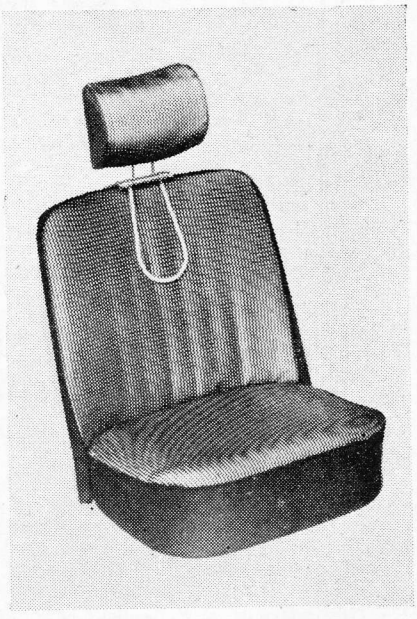
(*Continued on page* 842)



★

HIGH PENETRATION and a pencil beam (left) are characteristics of the famous Lucas "Flamethrower". The method of mounting the roof-light can be clearly seen. HEAD REST for long distance events (right) is made by Conway Car Accessories, 185 The Vale, Acton. Price is 52s. 6d.

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28TH MONTE CARLO RALLY

Category I, Class I

Winner — **G. H. F. Parkes** (Jaguar 3.4)
who also won the R.S.A.C. Cup and the "Autosport" Trophy

Second — **P. G. Walton** (Jaguar 3.4)

Concours (Safety and Comfort)

Second — **S. E. Mather** (Morris 1000)

CIRCUIT OF IRELAND

Outright winner — **Kevin Sherry** (Volkswagen)

Team Prize — **Volkswagen**

DIAMOND JUBILEE SCOTTISH RALLY

Outright winner — **R. W. Dalglish** (Triumph)

Ladies' Prize — **Miss M. W. Mackenzie** (Austin A35)

Winner, Class 4 — **G. H. F. Parkes** (Jaguar 3.4)

Winner, Class 9 — **R. W. Dalglish** (Triumph)

and 3 other Class Awards

8TH R.A.C. INTERNATIONAL RALLY

(Subject to Official Confirmation)

Winner, Class 3 — **M. Sutcliffe** (Riley 1.5)
who also won the "Autocar" Trophy
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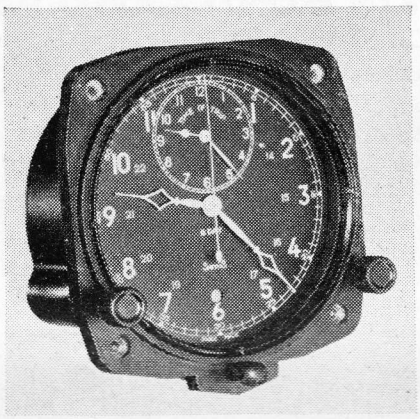
COL 3633/3840

A HAPPY CHRISTMAS!

Rallying—*continued*

directed on to the glass. For the back window a special paper-thin cellulose film called "Gno-mist" can be purchased. This is applied like a transfer and inhibits condensation on the treated glass. A screenwasher, such as Wingard, Trico, or Lucas, is absolutely essential.

Before discussing the multitude of navigator aids which are available it might be as well to mention some pieces of equipment of use to the crew as a whole. Tyres, of course, are very important but the subject is too large to deal with here; perhaps next in importance, especially in long-distance or international events, is comfort. Internal equipment, spares and tools should be kept to the minimum and should each have their pre-ordained and secure place. A reclining passenger seat is to be recommended when it is essential that at least one of the crew should get some sleep. This, however, is something of a luxury, and a worthwhile substitute is a temporary headrest attached to the back of the seat. One of the most popular is the Conway Universal headrest, which can be solidly attached by means of a sliding bracket. Inflatable cushions are also very useful and can add greatly to general comfort.



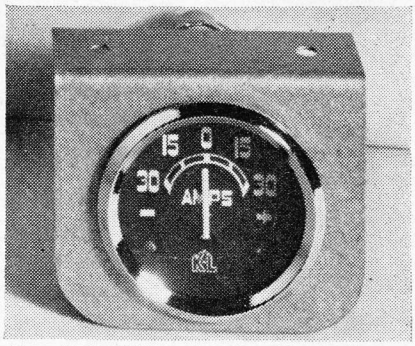
TIME OF TRIP clocks can be bought outright from most firms specializing in rally equipment. They can also be hired from Smiths' Competition Department, Oxgate Lane, London, N.W.2.

Spare fuel containers are also worth while, and the most popular of these seem to be the lightweight plastic types which incorporate extending fillers.

In case the worst should come to the worst, a fire extinguisher should be aboard every rally car. There are many extinguishers specially made for use in cars, such as the Eolopress (which, with an adaptor, can also be used as a tyre inflator), Bradex, Romac, Pyrene, Minimax, etc.

Also in the emergency category comes de-ditching gear, ranging in complexity from a spade and towrope (preferably nylon); block and tackle with anchor to the Haltrac midget hoist. However, it is better to avoid the ditch altogether and snow mats or chains, Woodhead-Monro "torsion grips" and John Bull grips, may help in this respect.

In my opinion, the navigator's first essential (after his maps and map-board) is a good safety belt. This will hold him comfortably and securely in his seat so that he can get on with his job without fear of being thrown about on the twisty bits. Safety belts should be of the full-harness type, and it is also essential that they be fixed firmly to the floor of the car. Most popular are the Delaney-Gallay quick release belts.

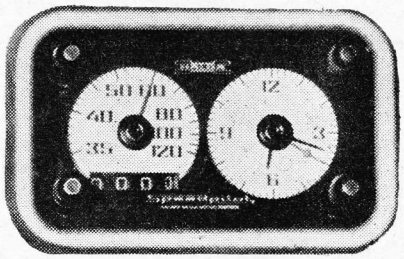


AN AMMETER is virtually indispensable. This instrument is made by Key Leather, Urswick Road, London, E.5, who make a fairly full range of useful gauges.

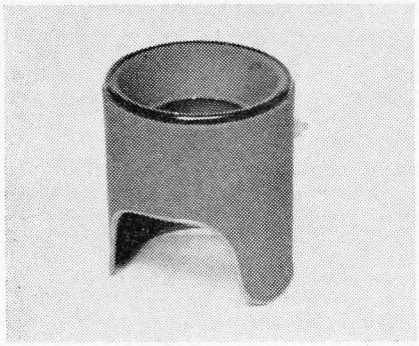
A movable signpost lamp can save a great deal of trouble in spotting route checks and signs. These can be of the interior, windscreen-mounting type such as Helphos, Hella or Lunex; of the exterior type, operated through the car window, are Marchal, Eversure or Raydyot. Roof-mounted, interior-operated lamps, unfortunately, involve drilling a hole in the roof, but can mostly be rotated through 360 degrees horizontally and through a wide arc vertically. The most popular of these are made by Lucas, Marchal or Johnsen.

Some rallies incorporate an "average speed section" and some sort of mechanical or semi-mechanical device for calculating will save the navigator from having to do complicated sums. The well-known Blackwell calculators are adequate for this but require quite a lot of time—which perhaps cannot be spared—to manipulate. A mechanical device is the ultimate in this direction and, while there are others, by far the most familiar is the Halda Speedpilot which not only indicates the average speed continually but also incorporates a trip with a "tenth". Speedometers not having a "tenth and trip" can be readily modified by the Speedometer Supply Co. of Long Acre, London.

For map reading and all the other tasks which fall to the navigator's lot he will require lights which properly illuminate his equipment but show no distracting reflection in the windscreen. The dashlights made by Lucas and Hella are adequate but for really precise direction the Rally Equipment Klippalamp (flexibly mounted from the map-board), the Rally Equipment Mapeye, Butler Flexlite (both



THE HALDA Speedpilot continually shows average speed. It incorporates a clock and a trip odometer registering "tenths". This device will save a lot of calculation and is available from most "rally minded" firms.



THE POTI, a navigator's illuminated magnifier, is made by Colorado Mfg. Coy., 17 Bath Street, Glasgow, C.2, and sold mainly at The Map House, 67 St. James's Street, London, S.W.1, and Rally Equipment, 295 Edgware Road, London, N.W.9. It is priced 49s. 6d.

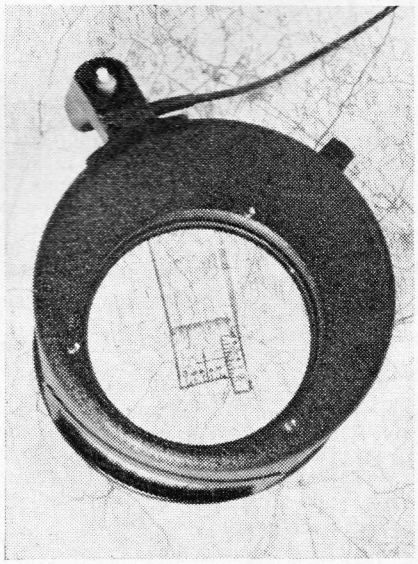
flexible dash fitting) or the Mapalite are preferable. The navigator will also require a precisely contained light upon that area of his map with which he is immediately concerned; a magnifying glass is also necessary, and it is perhaps as well to combine these. The Collite and the Magnalite are magnifying glasses which incorporate a lamp shining from the handle into the area of the lens, but even better than these is the Poti, which is a cylinder 5 ins. high by 4½ ins. diameter, giving a 4x magnification covering 16 sq. ins. of map area, and incorporating a built-in switch. There are also first-class ex-Army variably illuminated magnifiers available at Les Leston's. The Allen illuminated map magnifier is an even more de luxe item, basically similar to the Poti but larger and fitted with a handle, a retractable Romer and a rheostat for brightening or dimming the light. It is, however, fairly expensive. The Eolite is basically similar.

In the timekeeping department, the Halda Speedpilot will also be found useful, while a stopwatch, preferably mounted in a special clip, is a near essential. A more expensive but highly recommended timing device is an ex-R.A.F. time-of-flight clock, incorporating a stop clock.

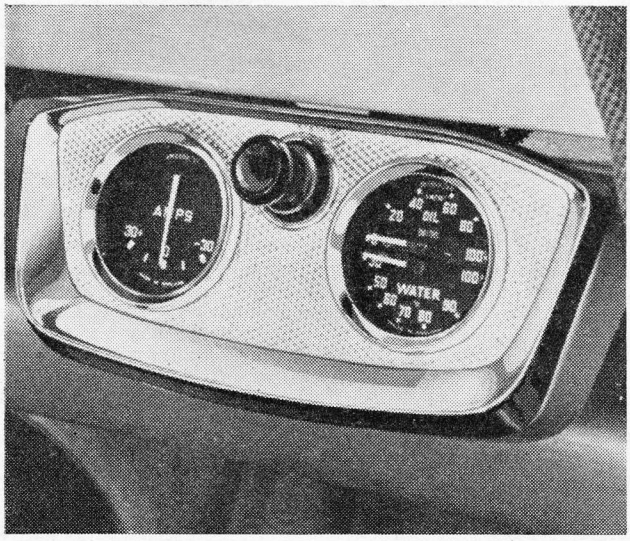
Under the heading of miscellaneous equipment, but nonetheless useful, come an ammeter (of prime importance as additional electrical equipment tends to put a considerable strain on the car's dynamo), an oil pressure gauge and perhaps a rev counter as safety precautions. Although many cars are not fitted with these instruments as standard, they can be readily obtained from Messrs. Smiths or from Key Leather. It is also as well to have some form of compartmented container for maps and clips for pencils, dividers, opisometer, etc., mounted within easy reach of the navigator.

Most, if not all, of the equipment mentioned can be had direct from the makers or from Rally Equipment, 295 Edgware Road, London, N.W.9; Les Leston, 314 High Holborn, London, W.C.1; Motoquip, 88 Coventry Street, Kidderminster; Charles Frank, 67-75 Saltmarket, Glasgow; Rally Maps, Southern Trading Estate, Staines, and The Map House, 67 St. James's Street, London, S.W.1.

Perhaps the only garage which specializes in preparing cars for rallying is Supertune, 2A Pindock Mews, Warwick Avenue, London, W.9. Under the personal supervision of Michael Clarke, well-known racing and rally driver, Supertune not only modify engines and suspension but will supply and fit all the equipment mentioned in this article, bringing any car up to "works specification" for rallying.



THE ALLEN illuminated magnifier (above) is probably the finest available and, therefore, is quite expensive. It is made by P. W. Allen and Co., 253 Liverpool Road, London, N.1.



USEFUL addition (left) to cars supplied without a full range of instruments is the new Smiths sub-panel. Made to fit many cars, it can be had with a variety of gauges.

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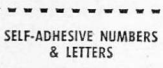


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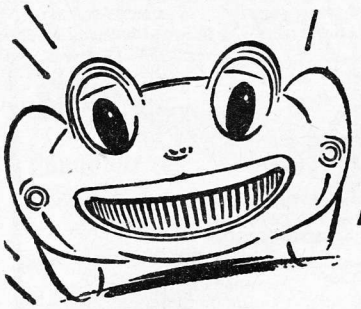


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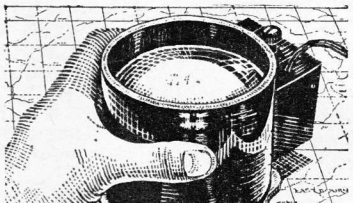
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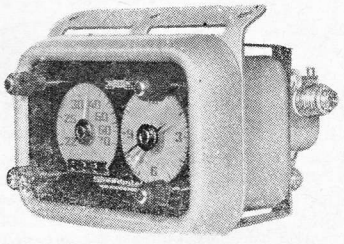
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CORRESPONDENCE

Those Aston Articles

MAY I compliment Lt.-Col. A. W. Tyler upon the two articles recently printed in AUTOSPORT and entitled "Does Your Aston Really Go?" What excellent stuff this is, for the owner-driver-tuner enthusiast! I am sure that many readers will agree that these articles did credit to AUTOSPORT and aroused far more interest than the occasional (but, nevertheless, too frequent!) excursions into irrelevant topics such as motor-boating, which are a waste of AUTOSPORT'S eagerly awaited pages (Mr. Bolster, please note).

By all means let's have more articles "à la Tyler", particularly as applicable to high performance motors used every day on the road.

Before the storm of protest breaks, may I say that I am *not* the lucky owner of an Aston, but I *do* sell motor-boats (when I am not devouring AUTOSPORT).

BOURNEMOUTH, HANTS. J. RALPH GIBBS.

Oulton Park G.P.?

MAY I support Mr. Stephen McGurk in his plea to take the British G.P. to Oulton Park, our *only* road racing circuit. I can assure him that every self-respecting driver there is agrees with him. The reason it is not held there is a simple formula: R.A.C. × B.R.D.C. × B.A.R.C. = £ s. d. In big business this sort of thing is called "a ring" or monopoly; in our *sport* it is called controlling the sport.

On the driver controversy may I bow down to Dr. Bayley over the question of Rosemeyer, but I expect it was obvious to see in 1935, whereas in 1959 Dan Gurney for World Champion was not obvious to see, to me at any rate, nor was it with Phil Hill in 1958 in spite of what Hawthorn was quoted as predicting. To Mr. Sneyd, who, obviously, doesn't like me, may I say that I was referring to the first part of the Monza race, nothing to do with pit stops; Ferrari's bungle regarding the stops to change wheels merely made it easier for Moss. In the opening laps Moss had weighed-up the combination of Hill-Gurney-Ferrari and knew how he was going "to play them", but when he was in similar positions with Fangio-Hawthorn he found it much more difficult, if not impossible, to weigh them up.

ODIHAM, HAMPSHIRE. DENIS JENKINSON.

THE letter from Stephen McGurk in your issue of 11th December has just been brought to my attention. As Mr. McGurk is only 16 and therefore has not had many years' experience of motor racing yet, it would be unkind to attack his comments too viciously.

Mr. McGurk states that "Silverstone is . . . flat as a pancake . . . and all the corners and curves are the same as each other and it leaves little scope for record laps".

Mr. McGurk has obviously failed to notice the appreciable descent from Chapel Curve to Stowe Corner and the climb from Club Corner to Woodcote, both of which produce interesting problems in selecting the correct axle ratio.

For Mr. McGurk's information the speeds on the various corners at Silverstone are, approximately, as follows, and they disprove his comment that all the corners are the same:

Copse Corner	...	80 m.p.h.	Stowe Corner	...	90 m.p.h.
Maggots Curve	...	Flat Out	Club Corner	...	85 m.p.h.
Becketts Corner	...	65 m.p.h.	Abbey Corner	...	Flat Out
Chapel Curve	...	Flat Out	Woodcote Corner	...	120 m.p.h.

It is difficult to understand what he means by saying that it leaves little scope for record laps. Surely, a record lap is a lap which is faster than a previous lap and has no relation to whether the record lap is 40 m.p.h. or 140 m.p.h.

One of course agrees with Mr. McGurk's comments that Oulton is England's imitation Nürburgring, but this would seem to have little bearing on his complaint.

It is difficult to understand his comment that it is a shame to deprive Oulton of *its* British Empire Trophy and give it to Silverstone. One would have thought that a keen follower of the sport would have realized that the British Empire Trophy was instituted by the British Racing Drivers' Club in 1932 and that Silverstone is operated by the British Racing Drivers' Club.

The race is, in fact, the British Empire Trophy of the British Racing Drivers' Club and *not* the British Empire Trophy of Oulton Park.

LONDON, S.W.3. A. L'OUTRANCE.

Club News

By MICHAEL DURNIN

THE A.G.M. of the **London Counties Association of Motor Clubs** will be held at the Bull Hotel, Stanborough, Nr. Welwyn Garden City (on the A1), at 8 p.m., on 4th January. In addition to the usual A.G.M. business, including the election of officers for the coming year, the meeting will consider proposals from the London Motor Club, the Sporting Owner Drivers' Club, and the North London Enthusiasts' C.C. relating to the carrying of numbers in road events, competition licences, and future control of the sport. The meeting will also consider questions to be put before the annual conference of recognized motor clubs at the R.A.C. . . . First event of the New Year for the **Circle C.C.** will be their Christmas Rally, to be held on 8th January. Start of this closed event will be from Batchworth Heath, Northwood, Middlesex, at 7.15 p.m. Regs from G. F. Daws, Lismore Cottage, Sparrows Herne, Middlesex.



START of the M.G. Car Club's recent Goathland Rally at Pickering. H. J. Rillett of the organizing club is just departing and the rest of the entry line up behind.

THE ANGLIA AND PREFECT OWNERS' CLUB

"3 Ns" Rally

21st-22nd November

A QUALIFYING event for the Association of Central Southern Car Clubs Championship, this year's "3 Ns" attracted an entry of 58, with only one non-starter. Thirty-one cars finished the 240 miles course within the time limit.

Fog badly affected the route in two sections and the damp night made conditions treacherous along the narrower, leaf-strewn lanes; four cars took to the hedges during the night but no one was hurt. The average speed was 30 m.p.h. throughout and navigation was extremely straightforward. From the start at Gibbs Garage, on the A30 at Bedfont, competitors followed a simple route card to the start of the first competitive section on Chobham Common; this was a simple six-figure section in order, which led across Yateley and Heckfield Heath and then south to a control north of Odiham. From here the pace quickened to a point-to-point section with controls and checks in more rapid order; then followed a regularity section of 21 miles with four secret checks, with fairly thick fog which proved troublesome thickening for the spot-height section which followed. This section ended at the supper stop, which most competitors voted the best they had experienced, enjoying good service and food at the "Haven" on the A30, between Stockbridge and Salisbury.

An "eight-clubs" section followed after the interval taking crews into the hills above Andover, around Coombe and Inkpen. Immediately afterwards they started a section with controls every few miles, located by six-figure reference, with sub-sections to be covered in 11, 3, 9 and 12 minutes. Competitors then enjoyed a straightforward run back to the finish at the "Wheatsheaf", Virginia Water. The first car finished at 6.14, well ahead of any Sunday traffic. The results proved the higher placed finishers very close and the winner, Chris Leslie-Smith, dropped only two minutes all night. This was his second "3 Ns" win in succession, a creditable performance indeed.

Results

Provisional results are now confirmed and awards will be presented at the Dinner and Dance, at the Century Hotel, Forty Lane, Wembley, on 4th March, 1960.

1, C. L. Leslie-Smith/P. L. Russell (Ford Anglia), 20 marks lost; 2, Capt. L. M. Chandler/D. J. Commerford (Triumph Herald), 70; 3, J. Makin/D. Grimmett (Volvo 122S), (Press Entry), 80; 4, N. H. Couche/M. Elliot (M.G. Magnette).

Coming Attractions

December 26th. *B.R.S.C.C. National Race Meeting, Brands Hatch, near Farningham, Kent. Start, 12.30 p.m.*

Recent Results

NORTH WALES CAR CLUB

Night Rally, Saturday, 28th November

1, M. J. Day/I. W. Forfar (Ford Anglia); 2, W. R. Rowlands/G. P. Evans (VW); 3, G. F. Flint/G. Kendal Jackson (Sprite). **Novice:** J. Rankin/J. Rawlinson.

Xmas Standard Car Trials, Sunday, 6th December

Outright Winner: E. Wadsworth (Denzel). **Class 1:** M. J. Day (Ford). **Classes 2 and 3:** J. Mullooley (VW). **Class 4:** D. Robertson (A35); W. T. Meredith (A40). **Class 5:** A. W. Gort (TR3). **Class 6:** ———. **Class 7:** D. Vernon (Ford Y); D. Lloyd (VW). **Team Award:** Wadsworth/Hinde/Twigdov.

More **Club News** *on page* 852

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ACECA-BRISTOL, January 1957, 30,000 miles, in pearl grey, immaculate condition, recent engine overhaul, new carbs., H.M.V. radio. £1,325 o.n.o. Exchanges considered.—175 Nottingham Road, Hilltop, Eastwood, Notts. Langley Mill 2183 (weekends), Langley Mill 2301 (weekdays).

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BN1, 1955. Two-seater in red, hard and soft tops, overdrive, heater, tonneau **£595**
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ALEXANDER SPRITE, full £120 conversion, radio, heater, tonneau, sliding screens. No competitions, immaculate. £590.—Murray, MONarch 4899 business; STOnegrove 5067 home.

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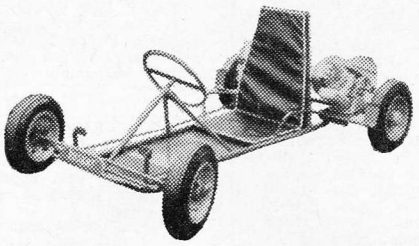
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1952 C type Jaguar. Green with cream wheels. Reconditioned throughout, hard top. 100 per cent condition. **£850**

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WANTED.—Riley 1 point 5, mechanical condition immaterial as engine will be scrapped. State price, etc.—Box 3413.

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£485 Ford Zephyr Convertible 1955. Pale blue. This car cannot be faulted. Fitted with power hood, push button radio, heater, wing mirrors, extra indicators, spot lights, cigarette lighter, screen washers, town and country Whitewall tyres and wheel trims.

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£295 Jowett Jupiter 1952. Red. Spot lights, heater, wing mirrors.

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£265 Morgan 2-seater 1947. Green. Standard engine.

£250 Riley 2½ litre sports saloon 1947. Black. This car is in extremely good condition and performs very well indeed.

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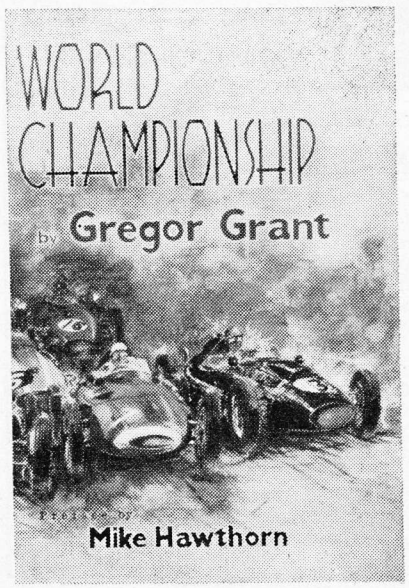
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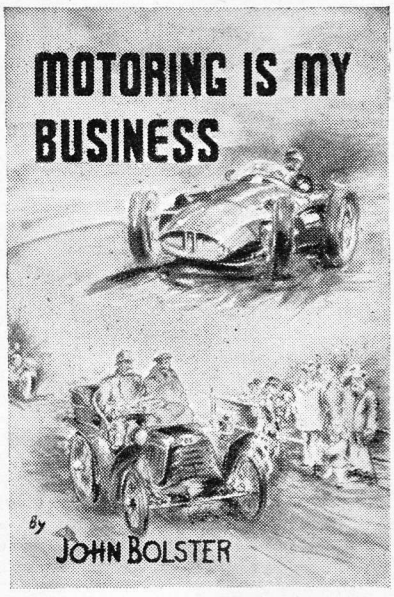
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This is an account of 30 years in motoring sport by the well-known Technical Editor of "AUTOSPORT" and B.B.C. motor racing commentator.

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with a preface by Mike Hawthorn
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Bristol 400 saloon, 1948, engine just completely overhauled. **£395**

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Ashley Ford Special, latest body. **£225**

Ashley Austin Special, hardtop. **£125**

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Hardtop. Austin-Healey BN1. Choice of two. **£30**

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Anything taken in part exchange.

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FIELDS ENGINEERING COMPANY (CRAWLEY) LTD.

86-92 HIGH STREET

THE AIREDALE AND PENNINE MOTOR CAR CLUB

Night Navigation Rally

THE annual Night Navigation Rally has achieved the reputation of being the toughest rally on the club's calendar, and this year's event was no exception. Despite this there were 39 crews of club members entered, of whom only nine were destined to be classed as finishers.

Starting from Senior Smith's Garage, White Cross, Guiseley, at 5.15 p.m. on Sunday, 6th December, the 75-mile route took the competitors straight into the maze of steep and narrow roads in the Thornton, Queensbury, Huddersfield and Halifax areas. There were 49 map references to be plotted whilst on the move, of which 18 were Time Controls and 18 were manned Passage Checks.

By Time Control 4 only three of the competitors were still clean, Gordon Chippindale (Jaguar XK 120), Brian Chippindale (Ford Consul) and Maurice Grass (Wolseley 15/50). On the next section large patches of mist were encountered, causing all competitors to lose marks. This mist had been very thick earlier in the day, but fortunately had lifted over most of the area towards evening.

Although there were crews lost all over the district, all managed to find the finish at the Wagon and Horses, Oxenhope, before closing time, where it was found that only Gordon Chippindale and his navigator, Ron Hudson, had completed all the route, although even they had missed a Passage Control early on, and were running very late.

It was unanimously agreed that organizers Eddie Illingworth and Jim Tetley had produced a wonderful event, and the number of marshals they had found was nothing short of miraculous.

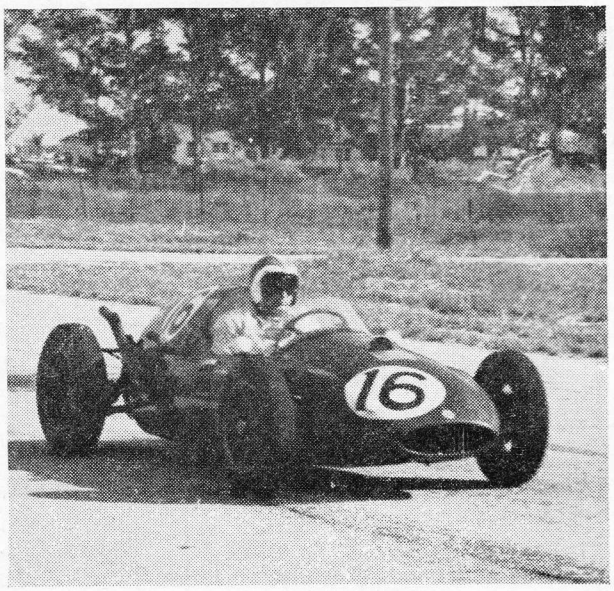
Provisional Results

1, G. F. Chippindale/R. C. Hudson (Jaguar XK 120), 620 marks lost; 2, D. Scanlon/W. Baines (Jaguar 2.4), 1,650; 3, M. Grass/K. J. Pollard (Wolseley 15/50), 2,370; 4, C. P. Birkett/R. Medley (Riley 1.5), 3,100; 5, B. M. Chippindale/A. J. de L. Taylor (Ford Consul), 3,760. **Team Award:** G. F. Chippindale and B. M. Chippindale.

PETER PILSWORTH, well-known Riley and Elva F.J. exponent, was married in Caxton Hall recently to Miss Susan Shove. Congratulations!

★

TRYING HIS HAND at Mike Taylor's Cooper-Climax in the U.S.A. Grand Prix at Sebring is well-known American Aston Martin driver George Constantine.



★

A SPECIAL flight to Monte Carlo for the duration of the Rally will leave Gatwick Airport on 20th January and return on 26th January. Costing £24 return, the flight will be in a four-engined, fully pressurized, 68-seat Hermes of Silver City Airways and will include a champagne lunch on the outward journey and a champagne dinner on the homeward flight. A deposit of £5 is required with each booking and payment of balance is due not later than 1st January. All bookings, enquiries and correspondence should be addressed to Royal Automobile Club, Air Bookings, 66 Haymarket, London, S.W.1.

MARCHAL SPARK PLUGS ON BRITISH MARKET

MARCHAL, the high quality spark plugs of French manufacture, are now available in this country. Marchal spark plugs are supplied to the French car industry for original equipment use on Simca, Peugeot, Renault, Citroën, Panhard, etc. Motorists who choose to run a French car will be pleased to know that exact replacement plugs can be obtained through their local garage.

MARGATE AND DISTRICT C.C.

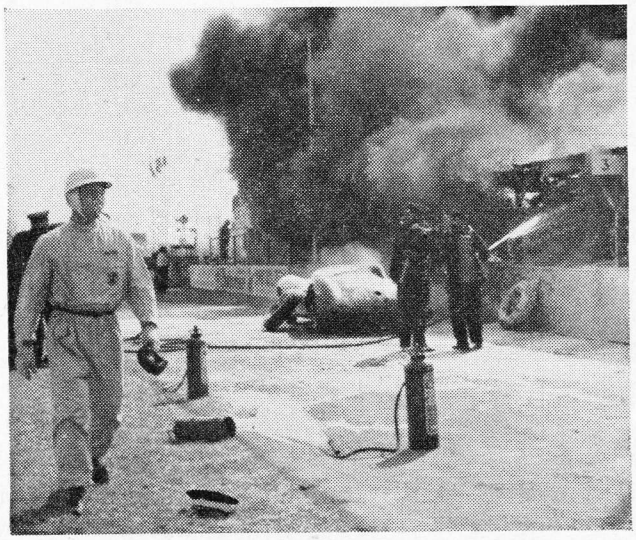
Elham Cup Rally

THE Margate Car Club held their annual Elham Cup Rally on the 13th December, starting from Dunkirk Filling Station at 11 a.m. There were 29 entrants; among those competing were three accepted starters for the International Monte Carlo Rally, John La Trobe, navigator J. Spiers, M. Bausola, navigator Willet, and John David, navigator H. E. Fuller.

Run in three sections, and using secondary roads throughout for the entire rally, approximately 90 miles were covered. First control was visited by nine check points, via Shottenden, Eastling, Milstead, Bredgar, Lower Halston and Hartlop to Stockbury. This was an easy run to warm competitors for later (and all but one had no trouble on section one), then back through similar roads to Harrietsham and lunch.

The third and last section started at 3 p.m. to cover 45 miles back to Dunkirk, via East Sutton, Headcorn, Egerton, Pluckley, Challock, Wye, Chillham, Boughton and Dargate. This route was all difficult navigation through lanes, with problems to solve en route. With all the problems solved and correct route followed, at the finish two competitors were clean, and after a tie decider, John La Trobe became the winner, Don Bones second, and Colin Elswood third.

H.E.F.



★

PRIZE-WINNING PICTURE: This shot of Moss leaving the blazing Aston Martin pit during the Tourist Trophy gained an award in the Encyclopaedia Britannica competition.

★

MOTORING MEMORIES

MEMORIES of the early days of motoring some 40 years and more ago will be recalled by Freddy Grisewood in "Those Vintage Years", to be broadcast in the Home Service between 4-4.30 p.m. on Christmas Day.

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ARRANGEMENTS have been made between Jaguar Cars Inc. (a subsidiary of Jaguar Cars, Ltd., Coventry, England) and Leyland Motors, Ltd., of Leyland, England, for the marketing in the U.S.A. of commercial vehicles manufactured by the latter company.

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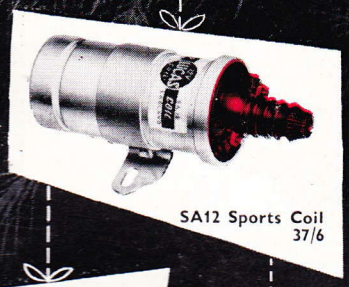
Daily 10 a.m—9 p.m.
Admission 3s. (children 1s. 6d.)
Opening day until 5 p.m. 10s.

Organised by The Ship & Boat Builders' National Federation and sponsored by the

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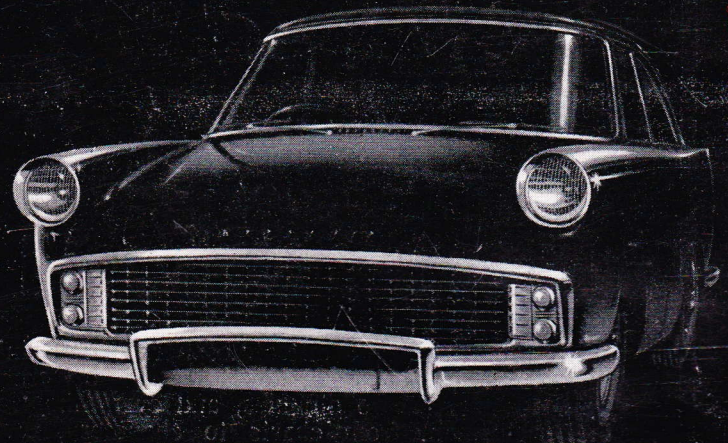








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