

AUTOSPORT

DECEMBER 11, 1959

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EVERY FRIDAY

Vol. 19 No. 24

BRITAIN'S MOTOR SPORTING WEEKLY

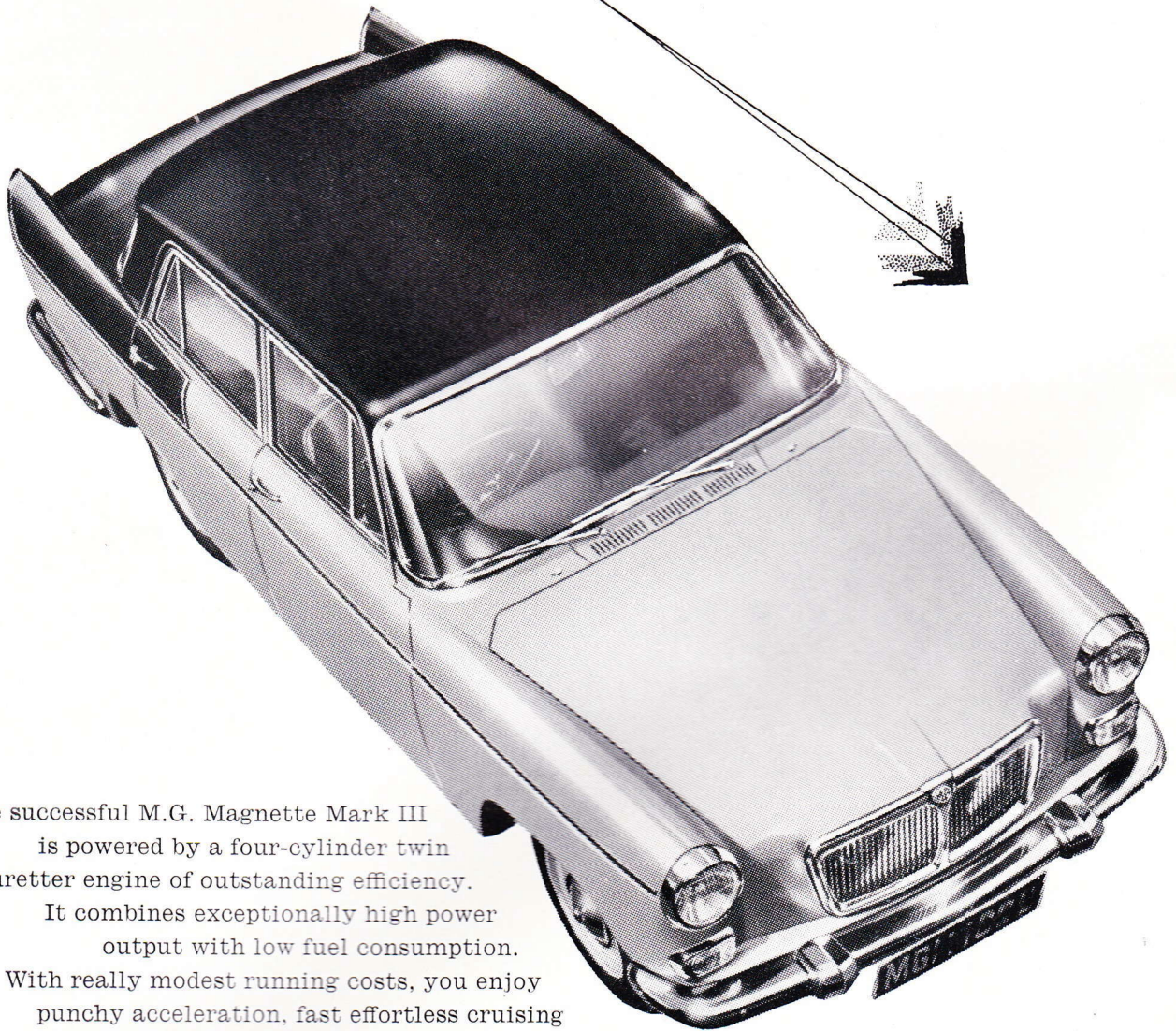
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IN THIS ISSUE

CHRISTMAS GIFT SUGGESTIONS : FORMULA 1 PROSPECTS
PROFILE—CHRIS BRISTOW : LONDON M.C. GLOUCESTER TRIAL

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carburettors
for flexible power with high m.p.g.



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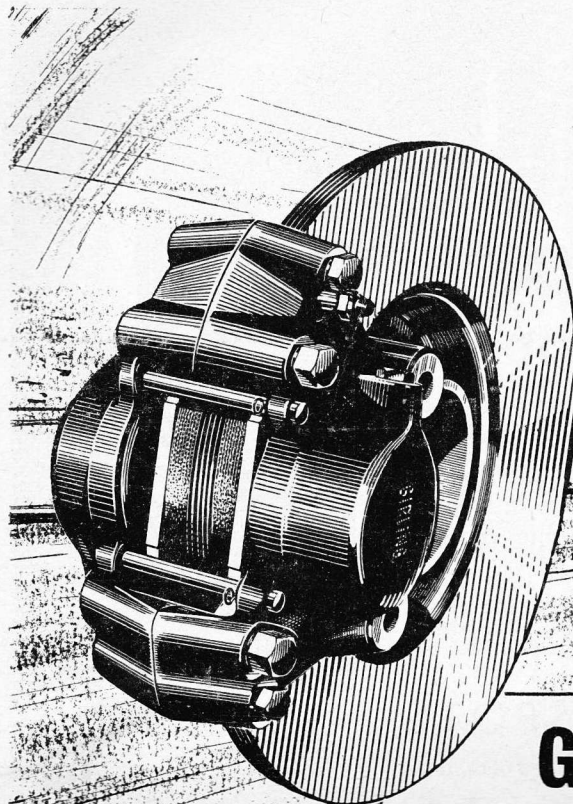
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RIGHT FROM THE START...



GIRLING

GIRLING DISC BRAKES SUCCESSFUL AGAIN— NASSAU TROPHY RACE

1ST

DAVID BROWN'S

ASTON MARTIN

(George Constantine)

1ST

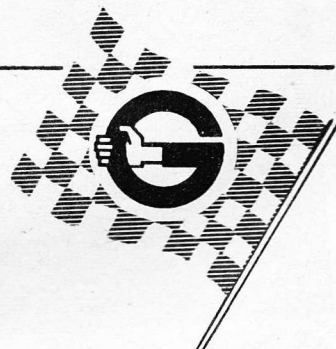
2 LITRE CLASS

COOPER

(Jack Brabham)

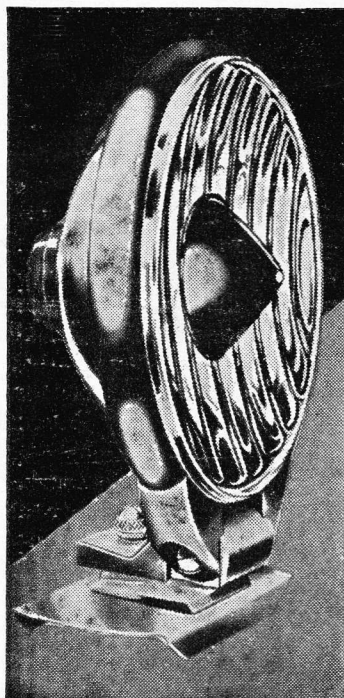
ALL RESULTS
SUBJECT TO
OFFICIAL
CONFIRMATION

GIRLING DISC BRAKES



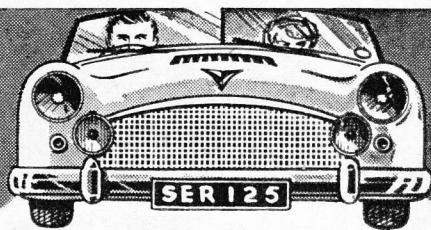
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Modern Motoring

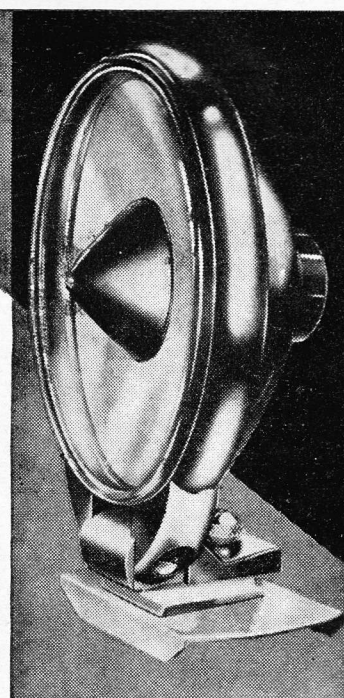
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 19 No. 24 December 11, 1959

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Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office
Advertising Department

PADDington 7673
PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.

(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

WORLD CHAMPIONSHIP

SATURDAY, 12th December, is the decisive day for the Drivers' Championship of the World. Near the small township of Sebring, Florida, on a converted airfield, Jack Brabham (Cooper-Climax), Stirling Moss (Cooper-Climax) and Tony Brooks (Ferrari) will fight it out for the right to be named as the world's foremost Grand Prix driver. It will be a race of tactics, for all three will be out to win, and to record that vital fastest lap which may mean the title. Brooks easily has the strongest supporting cast, with Phil Hill, Cliff Allison and Wolfgang von Trips pledged to assist in every way they can. Brabham has the young New Zealander Bruce McLaren as team-mate, if he has fully recovered after his Goodwood accident, whilst Moss's backer-up is the dependable Maurice Trintignant. Pit-work will play an important part in the struggle, not only on the question of tyres, but in imparting knowledge of lap times. The permutation of "who might win" has been discussed many times, but the fact remains that a slip-up in information passed to drivers may well mean the blasting of hopes. It is unfortunate that this final leg of the Championship is being fought out many thousands of miles away from the European scene, but undoubtedly the bringing of full-scale Grand Prix racing to U.S.A. will have far-reaching effects on organized motoring sport on the other side of the Atlantic.

YE'LL TAK THE HIGH ROAD AND . . .

THE question of the controversial blocked road over the mountain pass from Tomintoul remains unanswered. At the meeting of the R.A.C. stewards called to consider the appeal by certain competitors against the previous decision to dismiss the protests, the appeal was turned down. However, the results cannot yet be confirmed, as the matter is now being taken to the F.I.A. for final judgment. It is all very unfortunate, particularly as the R.A.C. has taken a firm attitude right from the beginning, even retaining the eminent Q.C. Sir Hartley Shawcross to look after the legal aspects of the quibble. Surely it was reasonable for the protestants to abide by the decision of the stewards, and to accept the fact that the organizers had decided that there was no reason to scrub the Braemar and Blairgowrie controls. Whilst one must look at both sides, the general opinion now is that the gentlemen who control motoring sport will not be kindly disposed to uphold protests which have been rejected by both rally organizers and the stewards of the Royal Automobile Club. Whatever the outcome, Gerry Burgess and Sam Croft-Pearson (Zephyr) must be regarded as the moral victors. They simply "took the low road".

OUR COVER PICTURE

STANDARD CAR TRIALS are, like the more (or less, whichever way you look at it) orthodox sporting trials, becoming increasingly popular. This Francis Penn shot shows J. S. Parry's Morgan about to tackle a section on the Hagley and D.L.C.C.'s recent well-run event.



THE latest addition to the Brooks family was christened Caroline Louise Adele last Sunday. Shortly after the ceremony Tony left for Sebring.

STIRLING MOSS, driving an Aston Martin, won the Governor's Trophy Race at Nassau last Saturday. He averaged 90.95 m.p.h. Mike Taylor, in a Lotus, won the under 2,000 c.c. class at 85.97 m.p.h.

IN spite of what you may have read in the Sunday Press, Tony Brooks has not, repeat not, decided whether he will retire next season. He was most surprised to read that he was giving up. "Nobody tells me anything!"

THE R.A.C. RALLY PROTEST

LAST week the Stewards of the R.A.C. (Lord Brabazon, Sir Hartley Shawcross and Colonel William Short) considered and rejected Wolfgang Levy's appeal against the decision of the Stewards of the R.A.C. Rally (Earl Howe, Marquess Camden and Wilfred Andrews, Esq.) not to disregard penalty points acquired on the Nairn-Braemar section.

The next, and final, court of appeal is the Commission Sportive Internationale of the F.I.A., which will not meet until after Rallye Monte Carlo in January, 1960.

Stuart Turner, who was Levy's navigator, gave notice on behalf of Auto-Union and the A.D.A.C. that an appeal would be lodged with the F.I.A.

As a matter of interest, calculations show that only one competitor (who did not finish) exceeded an overall average speed of 40 m.p.h. between Nairn and Blairgowrie and that the crews who did succeed in getting through to Braemar were evenly spread over the field, one, indeed, being No. 1 and another No. 139.

JOHN GOTT.

POINT OF INTEREST in next season's racing will be whether the new Formula Junior Lola, illustrated here, can match the board-sweeping feats of the 1,100 c.c. sports cars of the marque.

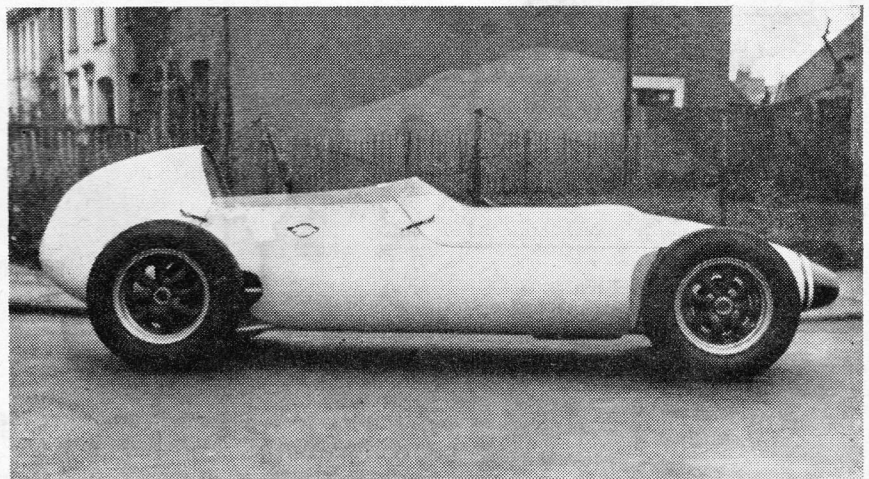
PIT and PADDOCK

THE British Grand Prix for 1960 will be held at Silverstone.

WE liked this one: according to an evening newspaper, Pat Allison (Cliff's sister) wears glasses because "she is training to be a secretary"!

NEWS FROM GERMANY

AMERICANS stationed in Germany have their own Sports Car Clubs which are corporate members of the Automobilclub von Deutschland. There are about 500 members affiliated to these clubs with more than 200 having either a national "Ausweis" or an international licence. These clubs, now having both German and American members, showed very great activity in putting on speed events and rallies. One of them, the Neckar-Hill-Climb, with 145 entries, has been reported in one of our recent issues. There are now clubs existing in Frankfurt, Heidelberg, Kaiserslautern, Wiesbaden and Bitburg (eifel).



OFF on a 32,000-mile trek to Australia and back, by means of L.W.B. Land-Rovers, is this party of T.A. parachute battalion officers and men. The expedition left Ferryfield last Saturday and will take 12 months on the trip, which takes them through Europe and the Middle East to Singapore and Australia.

RALLYE MONTE CARLO

NINETEEN starters will leave Frankfurt on 19th January. Among the German competitors for the Rallye are the 1957 European Champion, Ruprecht Hopfen (Oslo), and Wolfgang Levy.

Peter Lindner, German distributor for Jaguar and Aston Martin cars, will start from Frankfurt in a 3.4 Jaguar.

NEW LOTUS FOR BRANDS HATCH

A NEW Lotus is to make its debut in the John Davy Trophy race at Brands Hatch on Boxing Day. The new Lotus, which will probably be driven by Alan Stacey, is a rear-engined Formula Junior car powered by a developed version of the new 997 c.c. Ford engine. Also entered for this first really serious Formula Junior race are three new Cooper Juniors. Two of them have been entered by the Cooper Racing Drivers Training School and the other by Michael Taylor. Of the two school cars, one will be driven by a successful pupil and the other by chief instructor Ian Burgess. There will also be two works Elvas in the race (with drivers yet to be nominated) and three private Elvas for Peter Pilsworth, S. Bloor and Alan Eccles. Present Junior lap record holder, Bill de Selincourt, will drive a new Elva in the Davy race.

Two works Geminis will also be racing. One will be driven by Graham Warner or Len Adams and the other by Jimmy Clark. Adams has already bettered the Formula Junior lap record in a Speedwell-powered Gemini during recent trials.

The other big race on Boxing Day is the Silver City Trophy event for cars of unlimited engine size. Entries to date include Ian Raby, Tom Threlfall in Formula 2 Coopers, Gordon Jones and Albert Gay in Formula 2 Lotuses, Michael Taylor and Douglas Graham in Lotus Fifteens, Chris Steel in a Lola and Gordon Lee (Lister-Jaguar).

Heading the grand touring car entries are Graham Warner and Jimmy Clark in Elites and in the saloon car race Doc Shepherd in his A40 and John Young in a highly modified new Anglia.

Racing starts at 12.30 p.m.

SPORTS NEWS

SEBRING ENTRIES

As we go to press, the line-up for the First Grand Prix of the U.S.A. at Sebring, Florida, on 12th December is as follows:—

Ferrari: Tony Brooks; Phil Hill; Cliff Allison; Wolfgang von Trips.

Cooper-Climax: Jack Brabham; Bruce McLaren.

Cooper-Climax (Walker): Stirling Moss; Maurice Trintignant.

Cooper-Climax: Harry Schell.

Cooper-Maserati: Roy Salvadori; Michael Taylor.

Lotus-Climax: Graham Hill; Innes Ireland.

Osc: A. de Tomaso.

TEC-mec: Jim Rathmann.

Maserati (Chimetti): X.

Offenhauser Midget Special: Roger Ward.

Connaught: Bob Said.

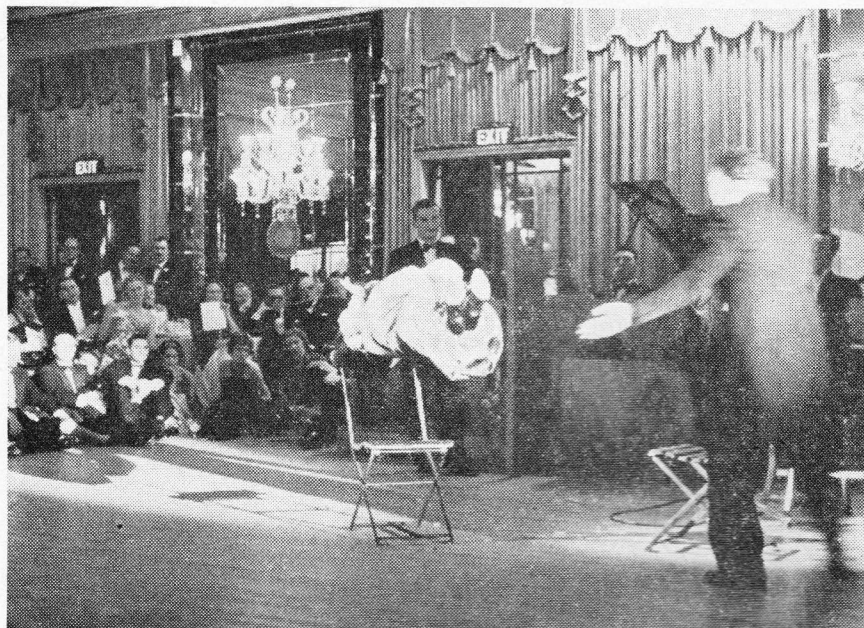
SUNBEAMS FOR THE "MONTE"

NORMAN GARRAD has just issued the "works" Sunbeam entries for the Monte Carlo Rally. Team A comprises Peter Harper/Raymond Baxter; Paddy Hopkirk/Jack Scott; Peter Jopp/Les Leston. Team B is Ronnie Adams/Ernie McMillen; Jimmy Ray/Bill Bleakley; Gregor Grant/David Dixon. Mary Handley-Page was to have accompanied Jimmy Ray, but apparently she considers that she has not fully recovered from her road accident injuries.

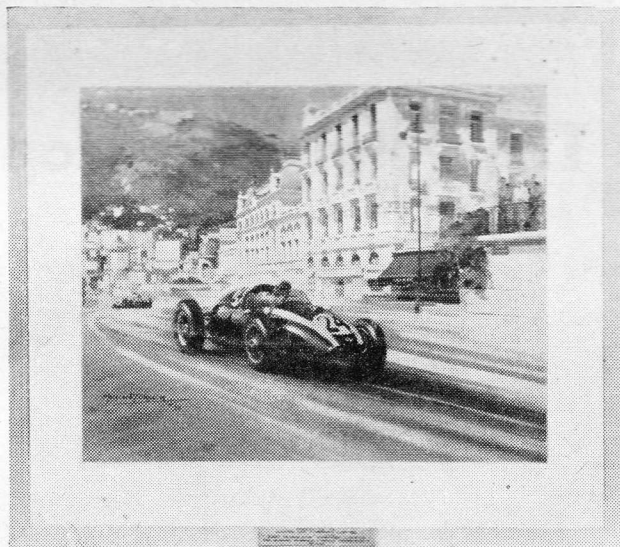
BRUCE MCLAREN will drive the second of the "works" Cooper-Climaxes at Sebring in place of Masten Gregory who is still unfit.

BRIAN MCCALDIN, now in the Musgrave Clinic, Belfast, would like to thank the many people who have sent him best wishes for a speedy recovery, after his unfortunate accident at Blackpool.

GEORGE CONSTANTINE (Aston Martin) won the Nassau Trophy race at 87.25 m.p.h. during Nassau Speed Week. He also won \$13,000!



★
 GOING UP! Mrs. Betty Brabham (above) becomes the subject of a levitation "exercise" at the B.R.D.C. dinner last week. RIGHT: The fine painting of Jack Brabham's Cooper presented to Charles and John Cooper by Esso on 3rd December.

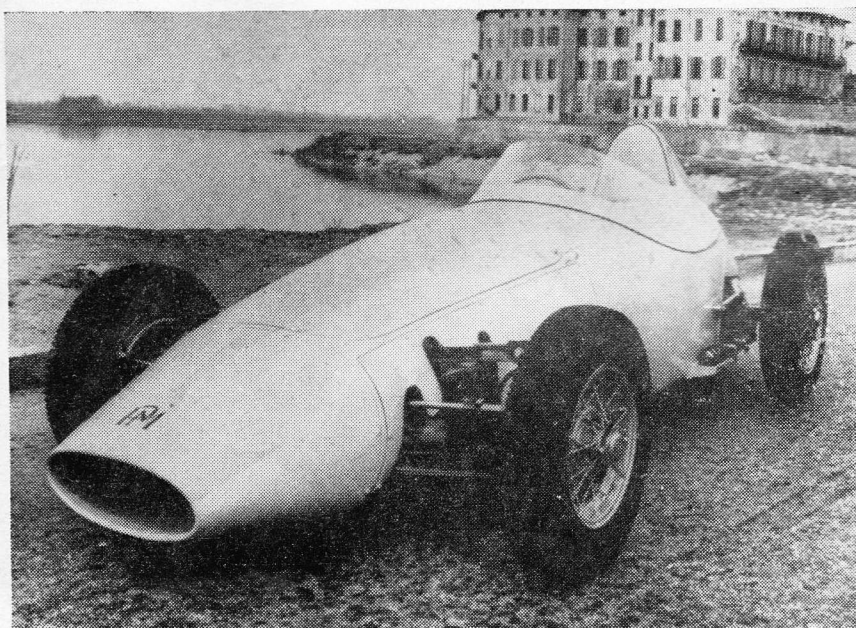


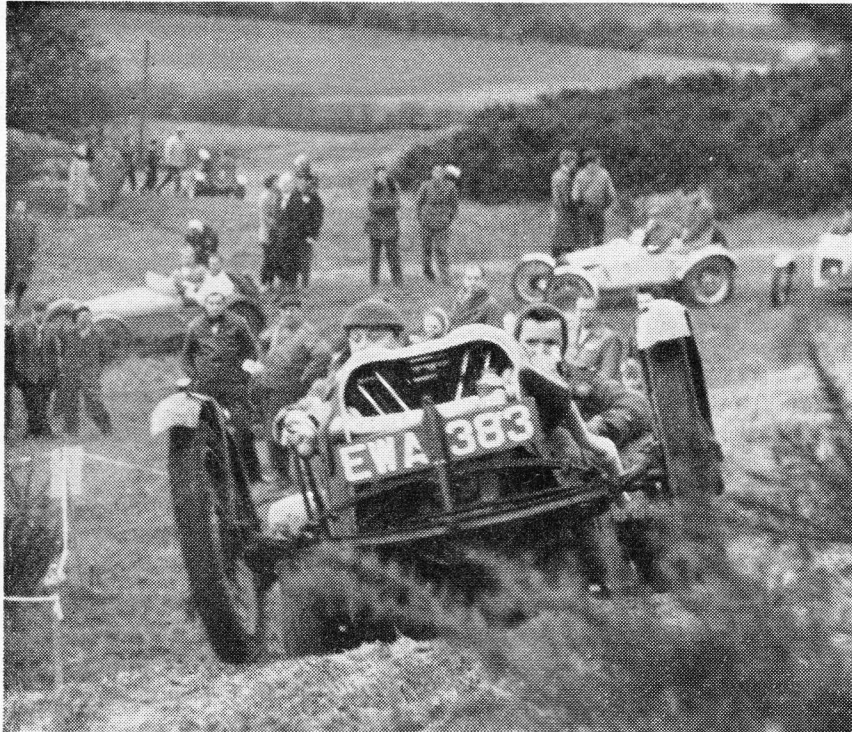
TRIBUTE BY ESSO

At a party given by Esso in the Crystal Room, May Fair Hotel, on 3rd December, Charles and John Cooper were presented with a painting of Brabham's car at Monaco. Jack was presented with a silver model of a Cooper-Climax, and Bruce McLaren, on behalf of the Cooper Car Co., Ltd., paid tribute to Leonard Lee of Coventry-Climax, Ltd., in the form of a silver cigarette box, with an engraving of the famous twin-o.h.c. engine on the lid. Reg Tanner, Competitions Manager of Esso, introduced the various speakers, and Mr. Chapman, chairman of the company, was amongst the speakers.

Motor-racing was, of course, strongly represented, with Wally Hassan, Graham Hill, Alan Stacey, Colin Chapman, John Eason-Gibson, John Morgan amongst the personalities present.

CONTENDER from abroad for next season's Formula Junior honours is the "TEC-mec PM", designed by Ing. Massimino. The car will be distributed by Automobili TEC-mec in Britain and the U.S.A.





The John Bull Trophy Trial

Driving Test Decides Tie Between Alldred and Lewis

THE main feature of the Leicestershire C.C.'s John Bull Trophy trial was front-wheel marking, which allowed an enormous quantity of clean climbs and this tended to mar what was otherwise a first-class trial. On the face of the scoring it looks an easy trial, but had rear-wheel marking been employed it would have been a very different story. Organization, as usual in the "John Bull", was of a high order, and all hills were perfectly marked.

The first hill was on wet grass, a taped climb running left, then right, round a large tree, to pass over a bump to what appeared to be an easy finish. By the time half the entry had passed the surface wore down and allowed no fewer than 19 cleans. The second hill was a long climb on grass and mud leading to an adverse-cambered left-hand bank. The surface was rather bumpy towards the finish, but only eight crews failed to climb the hill. Next hill ran up a grass and mud bank from a left-hand start and on to a plateau. Early numbers found considerable difficulty here but later the soft top surface came off. Frank Lewis and Charles Pollard were among nine clean climbs.

Fourth hill had a level grass start, from which the course avoided a tree and led to a steep, rather bumpy climb. Again the top surface came off and allowed 15 cleans in the middle range of the entry. Hill No. 5 ran right round two tree stumps, over a ridge and then left up a mound between two more trees. No less than 22 cars made clean climbs.

LOSER on the tie-deciding driving test was Frank Lewis, whose excellent performance in the trial proper was equalled only by Tony Alldred.

The first five hills were situated in an area known as "The Wood", and now came a further four on "The Moor". Hill No. 6, the first of these, was a long straight climb on grass which caused little trouble, and 37 cars were clean. Seventh section ran round between two gorse bushes, turned right down to a hollow and then up again through more

SHARING best performance on the hills was Tony Alldred, seen breasting a rise in his remarkable J.A.P.-engined special. A better time in the special test gave him victory.

gorse bushes. All failures appeared to be on the hollow, and Charles Pollard was among only three clean climbs.

No. 8 started from a grass incline and ran up and over two large ruts to turn left around gorse bushes. Six clean climbs were recorded. Last of "The Moor" sections, No. 9, took the form of a long bumpy ravine running up the side of a grass bank. The hill gave a rough ride but was a fairly easy climb and there were 23 cleans.

In the afternoon cars started in reverse order in a large woodland area. First of these, hill No. 10, was a short climb which turned left over a deep rutted ridge, then ran up a grass bank. Seventeen clean climbs were recorded. No. 11 was on short grass, a taped climb which followed a zig-zag course over reverse adverse cambers with a steep ridge before the finish. There were 20 cleans on this one.

Twelfth hill was a long grass ravine which turned left over two ridges and then ran up a one-in-two bank on to a sandy ridge with a one-in-one gradient. Three clean climbs were recorded, but the hill appeared dangerous and after Alec Francis's car nearly turned over on to its back the organizers "scrubbed" the section.

Next came a wide, adverse-cambered climb leading to an acute right-hand turn, to finish on top of a bump. The entire entry was clean on this hill!

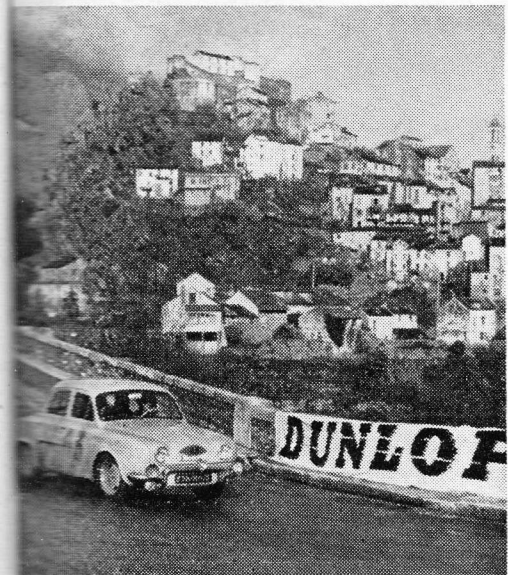
Hill 14 was a grass, ravine-type valley leading to an acute left-hand turn, then running up a steep, adverse-cambered

(Continued on page 778)

Results

John Bull Trophy: T. Alldred and F. T. Lewis, 9 marks lost. Tie decided by driving test: Alldred, 32.4 s.; Lewis, 41.4 s.; 3, P. Barden, 18 marks lost; 4, K. Lindsay, 23; 5, E. Jackson, 24; 6, C. Pollard, 25; 7, B. Bodenham, 27; 8, R. Chappell, 28.



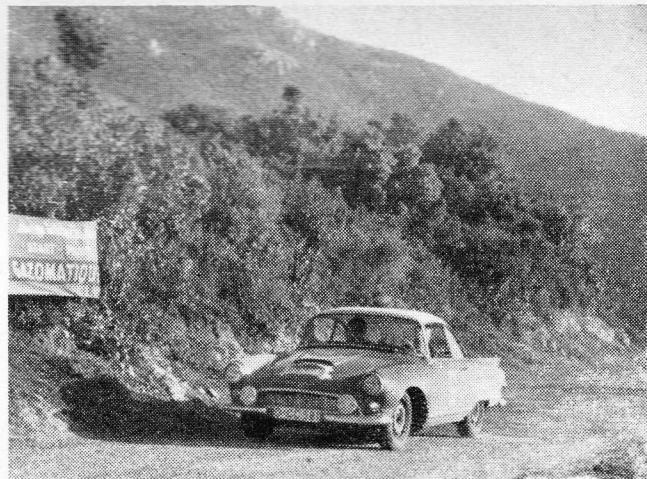


VICTORIOUS DAUPHINE (above): The winning team of Pierre Orsini and Jean Canonici hustle their Dauphine Speciale through a village. **SECOND CAR HOME** (top right) was the Alfa Romeo of De Lageneste/Greder seen here climbing away from a Corsican village. They finished 379 points behind the Renault Dauphine.

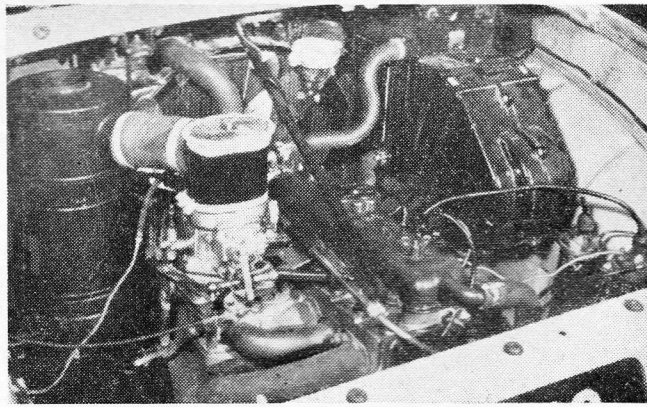
IVeme Tour De Corse

Local Team Win a Very Tough Rally

PHOTOGRAPHS BY MAURICE LOUIS ROSENTHAL



AUSTIN ABROAD (left): The little Austin Seven attracted a great deal of attention. It finished 11th in the hands of Lucienbonnet/Berth. **CLASS WINNER** (right) was the Auto-Union of Gele/Auriacombe.

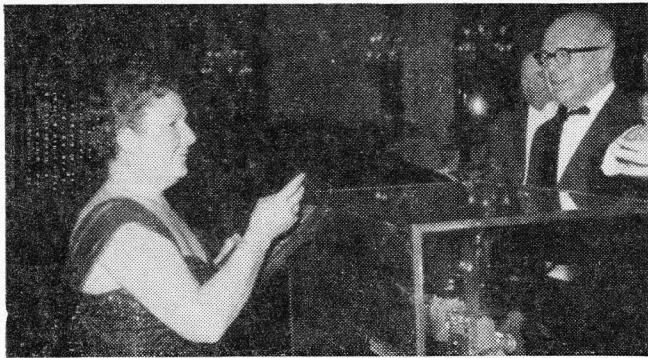


A SLIGHT PAUSE (left): The winners take a few seconds off to clean the windscreen of the Dauphine. **WINNING POWER UNIT** (right): The Dauphine had a normal engine with an enlarged "gasworks".

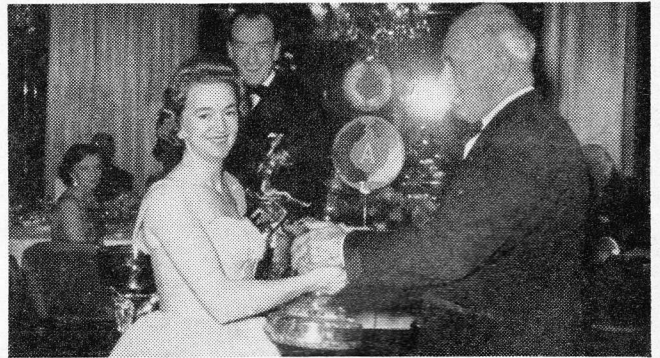
HOLD IT! Jack Fairman accepts the Woolf Barnato Trophy from Earl Howe, on behalf of Roy Salvadori, who was away in Nassau. The Trophy is awarded to the highest placed British driver at Le Mans.

The Annual Dinner of The B.R.D.C.

PHOTOGRAPHY BY
GEORGE PHILLIPS



MODEL FOR MOSS. Mrs. Aileen Moss accepts the E.R.A. Trophy on behalf of Stirling.



BOOTY FOR BETTY. Betty Brabham receives the John Cobb Memorial Trophy for Jack.



A WORD IN YOUR EAR. Alan Brown gives the gen to Charles Cooper. Mrs. Brown obviously doesn't want to know about it!



THE MASTER and the pupil. Jim Russell (right) chats to his protégé, Mike McKee (left), John Coombes (centre) takes a keen interest.



"ON YOUR OWN, GIRLS?" Adding beauty are Miss Shireen Pickering and Miss Helen Connor.



"THAT WAS GOOD". Mr. and Mrs. Barclay Inglis relax after the end of the meal at the Dorchester Hotel.



OUT OF THE FOREST (right): M. Hinde (Dauphine) emerges from the trees on one of the hills. *HARD ROUND* (above): F. D. Woodhall (Dauphine) hurries round a right-hander.

Hagley and District Standard Car Trial

Good Entry for Popular Midland Event

PHOTOGRAPHY BY FRANCIS PENN



TO THE WOODS! H. L. Livingstone (Berkeley) sets off on Hill 13.



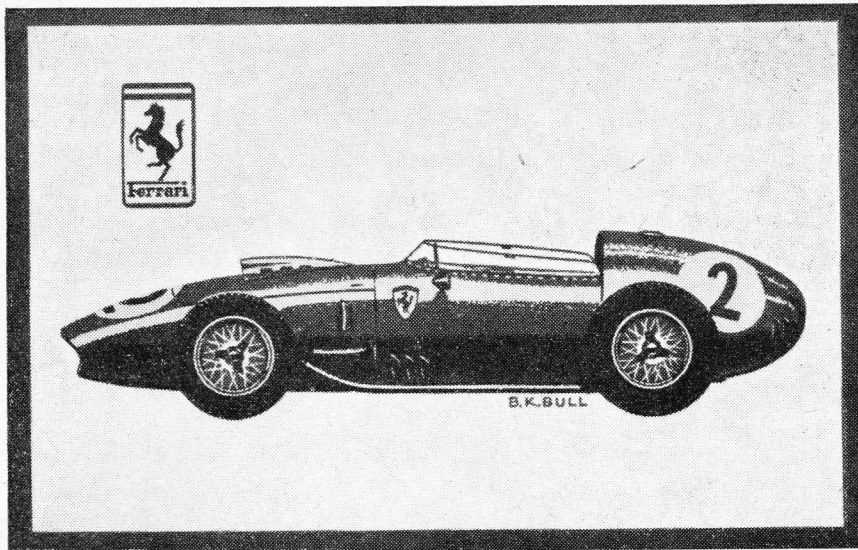
OLD 'UN. W. P. Clayton urges his little Austin Seven through the mud.



A. MYERS puts his Volkswagen through one of the many corners.



DOUGHTY DENZEL. E. B. Wadsworth moves up Hill 9 in his rare sports car.



Christmas Stocking . . .

Some Gifts you might like to give or to receive

"CHRISTMAS comes but once a year"—which is perhaps just as well, bearing in mind the awful expense of the season. For the last couple of months, Santa Claus has been doing a roaring and omnipresent trade in the big stores, so it is high time to start dropping hints about what you would like to find in your stocking and looking round for gifts for your friends.

Les Leston has, of course, his usual wide selection of goods on sale in his High Holborn store. For the lady in your life, there are Jacquar "Trophy Meeting" silk scarves with a motif of racing cars in blue, navy, black, green, gold and red checks on a white background. At 39s. 11d. these are very attractive and will be just the thing for next season's race meetings. Les's "Grand Prix" driving gloves are now also being made for ladies and are available in all sizes.

Designed by Stirling Moss and made by Norvic, "Le Mans" driving shoes (79s. 11d.) have leather uppers and suede side-panels while the "Goodwood" shoe (69s. 11d.) is all leather. Both are available casually styled in black or brown and have specially shaped and fluted heels for comfort while driving.

If you want to beautify or adorn your

car, there are all sorts of accessories on sale, ranging from transfers depicting racing circuits at 1s. to variously priced driving mirrors, in all shapes and sizes, including light-alloy-cased racing mirrors and streamlined mirrors after the Mercedes pattern. Nette mops, specially designed to remove mud and dust, cost 13s. 9d., while a miniature mop for the windows sells at 5s. If you smoke while you drive, you can have a rather ornate glass and chrome "Hella" ash-tray for 18s. 3d. or an electric dashboard cigarette lighter (six or 12 volt) for 12s. 6d.

There are tools and gadgets aplenty for the man who does his own small repairs and maintenance, including three lines specially made for Leston's: a heavy duty footpump retailing at only 18s. 6d., a hanging paraffin heater for 10s. (made on the same principle as miners' lamps) which will run for eight days on one pint of paraffin, and a shallow and equally economic sump heater at 14s. 6d.

For the racing man there is every conceivable kind of equipment: flame-proof overalls, crash helmets, visors, gloves, goggles, boots, belts and shoes, and for his pit crew a range of stop watches from 45s. to £7 5s., most of which can be used in the "Leston lap recorder and

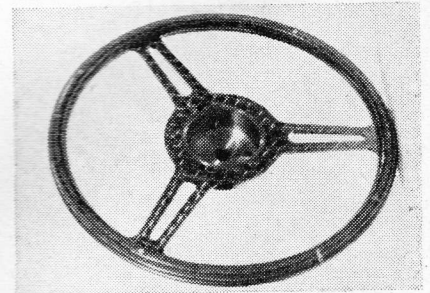
CHRISTMAS CARD from Motor Books is a drawing of a G.P. Ferrari on heavy paper; also in the set (6s. 9d. for six) are Ferrari G.T., Cooper G.P., Aston Martin DBR1 300, Porsche RSK and B.R.M. The cards are in the appropriate racing colours.

watch holder". This device consists of a clipboard with printed lap charts combined with a stop watch holder with synchronized single action stop and start. The two-watch model costs 47s. 6d., the three-watch 55s. (watches extra).

Wood-rimmed steering wheels are becoming extremely popular and Les Leston has just been appointed world distributor of the well-known "Carlotti" Italian steering wheels. These three-spoked wheels have a beautifully engine-turned slotted dural frame rimmed with multi-tone wood laminations. A 15-inch wheel costs £5 12s. 6d. and the 16-inch model costs 5s. more. Adaptor bosses are available for Austin-Healey Sprite and 100/6, Austin A40, M.G.A, TR2/3, Ford 100E, Austin Seven, Morris Mini-Minor and Triumph Herald.

For yourself, or someone really special, an acceptable gift might be a Progress Chariot Kart which costs £62 5s. in kit form complete with 100 c.c. Clinton engine.

Lastly, Leston's latest line is the "Rallymaster", a jacket designed specially for sports motoring. Windproof, waterproof and washable, the jacket is made of nylon material with quilted kapok



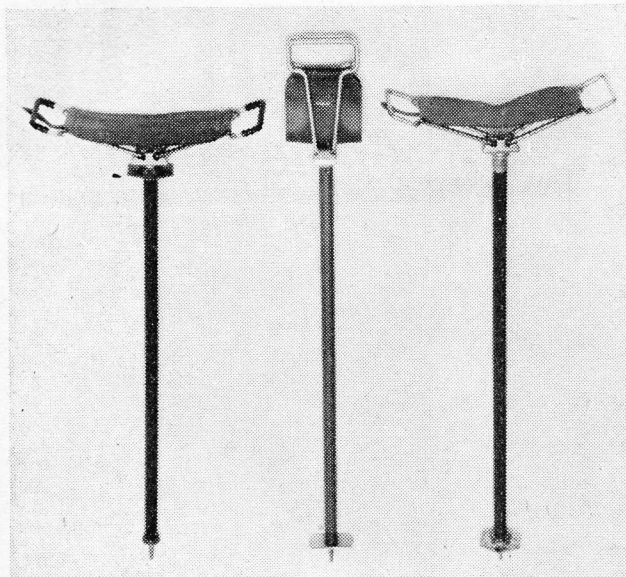
WOOD RIM steering wheel, the "Carlotti" is sold exclusively by Les Leston. The rim is in multi-tone wood laminations, spokes in machined dural.



RALLYMASTER: A jacket specially designed for sports motoring. The jacket is of attractive dark blue nylon cloth with knitted neck and wrist bands.

lining and has a passport-sized breast pocket with a stop watch lanyard, two side pockets and a sleeve pencil pocket. There are no buttons or zips but the jacket is fastened with "Velcro" touch-and-close material. This is formed from two pieces of nylon ribbon which, when pressed together, adhere securely to each other. Costing £8 10s., the jacket, which weighs only 1 lb. 10 oz., is dark blue and is made in small, medium, large and extra large sizes.

Another store which can offer an equally wide selection of gifts is Motor Books, now established in new premises in St. Martin's Court. For those who miss the sound of motor racing during the winter months or who simply like to hear, as distinct from see, their motoring sport, Motor Books stock the "Sound Stories" series of hi-fi motoring records. Among the recent releases is a recording of the 1957 British Empire Trophy race, and one of the 1958 Grand Prix d'Europe, both with commentaries by John Bolster. These are both 7-inch, 45



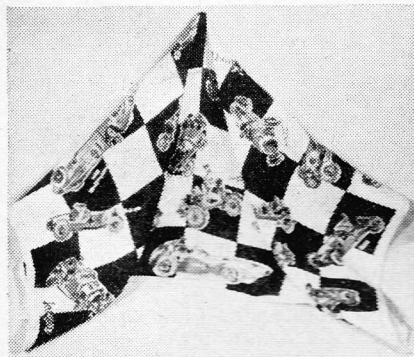
★

SHOOTING STICKS in several styles and ranging in price from 33s. upwards are available from Sports Accessories, Ltd., Norbury Road, Reigate, Surrey. Special terms are available to members of recognized motor clubs.

★

r.p.m. discs costing 13s. 6d. each but there are also several 10- and 12-inch 33½ r.p.m. records at 25s. and 37s. 6d. respectively.

For those who like trinkets decorated with motoring motifs there is a great

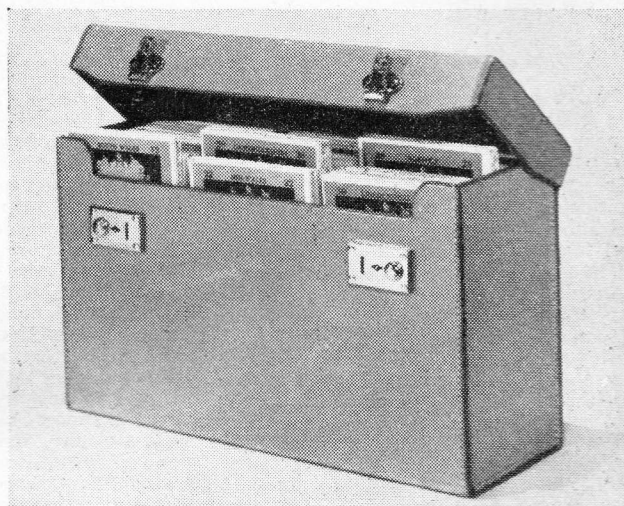


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MAP CASE in leather, and containing a full set of half-inch Bartholomew's maps for England and Wales, costs £18 15s. from The Map House, 67 St. James's Street, London, S.W.1.

★

TROPHY MEETING is the theme of the Jacquar scarf (left) available at Les Les-ton's High Holborn store.



HARROW CAR CLUB

Petit Rally

THE Petit Rally, one of the club's annual closed night navigation rallies, was held on 28th-29th November, the four sections of the route covering 110 miles through Hertfordshire and Bedfordshire, starting and finishing near Borehamwood.

The short 11-mile route card for the first section took competitors westwards to a time control at Hunton Bridge, and although the time allowance was generous, two navigational problems had to be solved before reporting to the control, and 10 out of the 30 starters lost marks on this preliminary section.

Section 2 wound northwards through the narrow twisting mud-covered lanes encompassing 45 miles to be traversed at 30 m.p.h. average. An intermediate time control and 19 route checks had to be visited and only L. N. Needham (Porsche) and D. J. Lewis (Sprite) had clean sheets at the end of this section.

The route card for the next section presented competitors with 15 references of signposts with questions to be answered at each point. The references were numbered, and the numerical answers to the questions indicated the next point to be visited. Only a few cars failed to find the correct solution but the

Porsche and M.G.A.—are depicted in side elevation.

The first edition of the new wallpaper features the design in claret red outline against a natural mushroom background, thus facilitating easy blending with existing surroundings.

Not intended for the decoration of a complete room, the new paper is particularly suitable for one or two walls or panels in homes, offices and motor showrooms. It makes an ideal Christmas present.

It is produced in standard rolls of approximately 36 ft. long by 22 ins. wide and the design repeats itself vertically every 21 ins. Each roll is sufficient for an area of 8 ft. by 7 ft. 6 ins.

The cost of the paper is 12s. 6d. per roll plus 1s. 6d. per roll postage and packing. Three rolls or more are supplied post free. Orders and enquiries should be sent to Dept. W, John Webb Press Services, Ltd., Silver City House, 62 Brompton Road, London, S.W.3.

variety of choice. Enamelled cuff-links costing 18s. are available with paintings of Bugatti, M.G., Austin-Healey, Jaguar, Triumph, Ferrari, E.R.A., M.G.A and vintage Bentley, and cuff-links bearing badges of many marques cost 15s. 9d. Key-rings, fobs and brooches with a similar range of decoration are available from 4s. to 6s. For the home, 15 ins. x 9 ins. anodized aluminium trays with vintage or modern sports cars are £2 3s. 6d. Large Royal Worcester vintage car breakfast cups cost 39s. 6d. and blue or green curtain material bearing white outline drawings of Grand Prix cars costs 11s. 9d. per yard, 48 ins. wide.

Motor racing in miniature is available in the "Scalextric" electric model racing tracks which cost from £5 17s. 6d. to £7 15s. 6d. for basic track kits. These can be extended to an almost limitless extent by the purchase of additional track sections. Many accurate scale models of well-known racing and sports cars can be had at 22s. 6d. apiece.

Eight popular sports cars comprise the contemporary design of a motoring wallpaper now being marketed by John Webb and Alan Foster.

The cars—Aston Martin DB2/4, Lotus Eleven, A.C. Ace, Jaguar XK 150, Triumph TR3, Austin-Healey 100/6,

26 minutes for the 13 miles allowed no time for plotting or mistakes and already half the starters were running outside their permitted time allowance. Needham in the Porsche held his lead at this point with two penalty marks from E. Noad (Jaguar) with 10 penalties, closely challenged by J. Wolchover (Victor) with 11 penalties.

For the final 40-mile section, competitors were required to circumnavigate a four-sided figure drawn on the map travelling parallel to and as close to the lines of the figure as possible. Secret checks and route checks ensured that the correct route was taken. Once again the time allowed was just that little bit too tight for all but the experts and everyone lost time. Best performance on this section was put up by K. Wooster (A50) who dropped only three minutes, a performance which deservedly won him the Novice Award.

Of the 30 starters only 13 finished within the time allowance.

Results

Dryden Cup for the Best Performance: L. N. Needham/P. Barber (Porsche), 10 pen. marks. **Best Novice:** K. Wooster/M. Judd (A50), 22. **Runner-up Novice:** K. Simpson/L. Humphries (Minor), 149. **Class A (up to 1,300 c.c.):** Winner: Miss G. Dollar/R. Dollar (A35), 21. **First Class Award:** D. N. Barker/Mrs. J. Barker (Herald), 26. **Second Class Award:** A. Harmer/A. Wright (Standard 10), 34. **Class B (over 1,300 c.c.):** J. Wolchover/J. Alderton (Victor), 17.

PROFILE

Chris Bristow

By Christopher Nixon

ready to go he entered numerous club events, and for the first time the name Chris Bristow appeared in the programmes.

On the August Bank Holiday weekend he raced at Brands and Crystal Palace. At the Hatch the car ran out of brakes during a tremendous thunderstorm and after a couple of spins he retired. Crystal Palace was another story, however, for he won his race quite easily.

He raced the Leonard-M.G. for the remainder of the season and collected many placings and the odd win here and there.

The Climax-engined cars were now coming into the picture and it was obvious that, for 1957, the Leonard-M.G. would not be a race-winning proposition. So he sold it and got one of the centre-seat Cooper 1,100 c.c. sports cars.

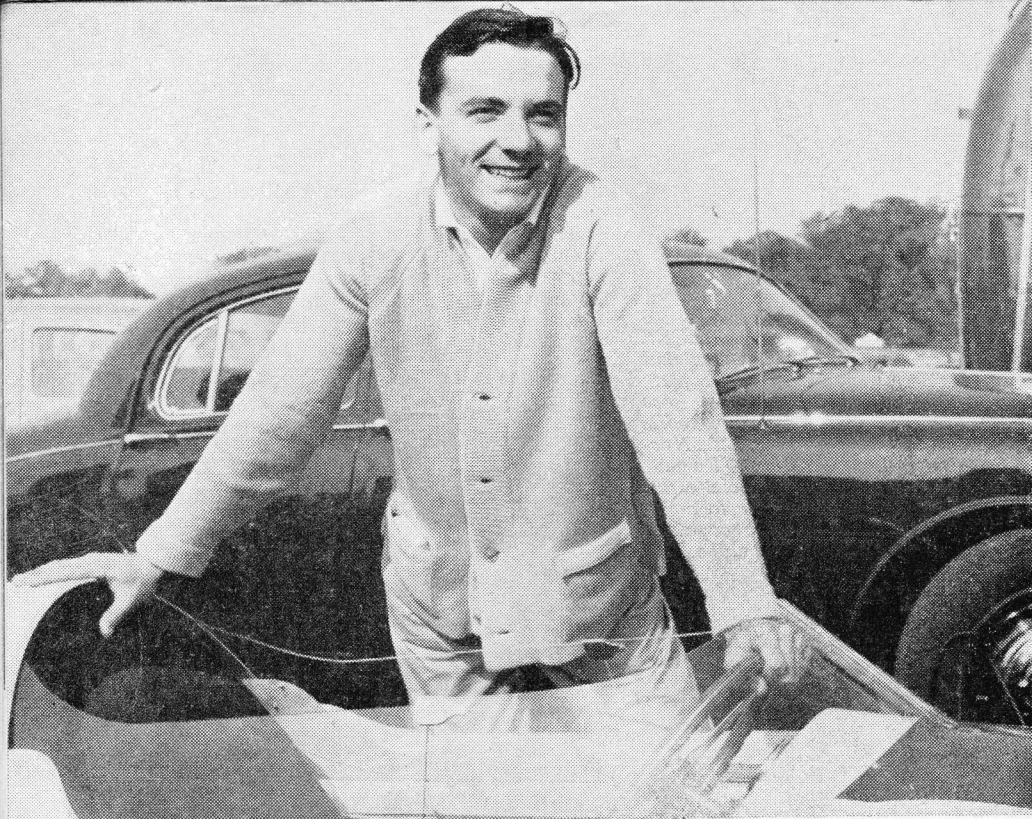
He raced this consistently throughout the season and at the end of the year was able to claim 16 or 17 wins and numerous places, as well as third place in the Brooklands Memorial Trophy. All in all, it was a very successful season.

By now the race tracks of England were covered with Lotuses, so Chris decided upon something different for 1958. To this end an Elva 1100 was purchased, there being no Cooper conforming to the Appendix C regulations.

The Elva served him well and to his delight he found himself beating Lotuses all over the place and eventually the car proved to be faster than the works Elvas, which must have caused Frank Nichols to think a bit.

During this season Chris also drove a Lotus XV and with this car he won the B.R.S.C.C. 1,500 c.c. sports car championship and also the Chequered Flag Trophy.

During the winter of 1958 he thought seriously of building his own car, but this idea was dropped and instead Tom Payne built him the Hume-Climax at Bradstock Motors. This car, which



"ON August Bank Holiday Monday, at Brands Hatch, a crowd estimated at 50,000 saw Chris Bristow win the John Davy Trophy for F2 cars. In doing this, young Bristow held off such fast gentlemen as Jack Brabham, Roy Salvadori, Bruce McLaren, Graham Hill and Innes Ireland and made it clear that if he can make the transition from Formula 2 to Formula 1 (which is no easy thing to do) then we have another potential World Champion."

It was in the above manner that I began my report of the Bank Holiday meeting at Brands Hatch. Afterwards one or two people chided me for being, as they thought, a little premature in my praise, and when, a few weeks later at the same circuit, Chris was unfortunate enough to have a couple of spins during the day, there was more than one person saying "I told you so" after the meeting.

However, I did not retract my remarks, for I felt sure (and still do) that one day I should be saying "I told you so" to those doubting Thomases, for to my mind Chris Bristow is a young man with a big future.

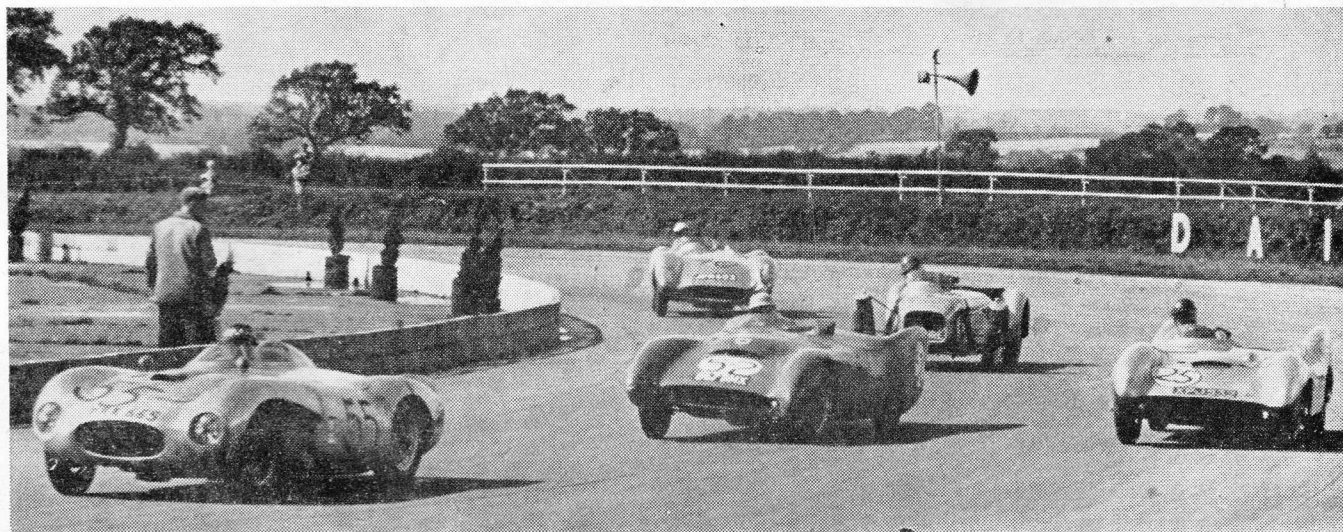
Last week Chris celebrated his 22nd

birthday and he has spent the last four of those 22 years pursuing his chosen profession—motor racing. He has been lucky in that he has a father who, appreciating his son's desire to race, is prepared to help him succeed in every way he can. And helped him he has, financially and morally. But all the money in the world will never make a racing driver, and although Chris will tell you that he could not have got as far as he has without his father's help, it is true to say that his success is in no small way due to his own natural ability.

Mr. Bristow sr. used to do a bit of racing himself and, as likely as not, Chris would go along with him to watch, and so the seeds were sown.

In 1956, when Chris was 18, Lionel Leonard began building a Leonard-M.G. in Mr. Bristow's garage at Streatham. Chris had a look at this and decided that it was definitely for him, so he bought the chassis from Leonard and began to build up the car himself. When it was

SILVERSTONE 1956. Bristow (Leonard-M.G. No. 55) leads a small flock of Lotuses through Copse during one of his first races.



GOODWOOD 1958. Chris waits patiently in the Elva just before the start of a race. This car proved very fast but was not always reliable.

Chris raced at the beginning of this season, was very fast. He just managed to avoid a nasty accident at Oulton Park during the British Empire Trophy when Bill Moss overturned his Cooper in front of him. In order to avoid a shunt Bristow had to leave the road, but he still managed to finish fifth.

His next acquisition was a Cooper-Monaco. "We had to sort that out a lot", he says, "but eventually we got it going very well and it lapped Goodwood in 1 min. 32.4 secs." He had a few drives in this car and then at mid-season he was approached by the British Racing Partnership. After very satisfactory tests at Goodwood and Brands Hatch he signed up with the concern for the remainder of 1959 and 1960. His first drive for the Partnership was at Rheims where he retired exhausted from the heat; and this just about brings us up to date.

Born in London on 2nd December, 1937, Chris lives in Streatham with his parents. After leaving school he worked in his father's garage and eventually became foreman, a post he has now relinquished.

Of average height and build, he has a strong personality and a fine sense of humour. He is as yet unmarried, claiming that he is too young and innocent, or something. He smokes in moderation and drinks only when he isn't racing. When he is racing it's orange squash and the like. He likes to eat well (don't we all) but cannot stand anything cooked in wine.

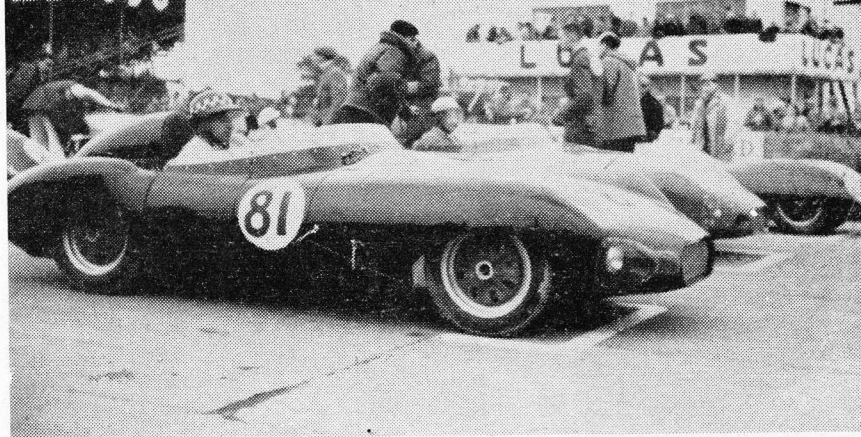
Chris is a keen sportsman, but now, of course, he has very little time for anything other than motor racing. In his free moments, however, he loves to go and watch ice-skating, preferably championship events.

He likes all circuits and has no favourite. "The more twisty they are the better I like them. Clermont-Ferrand is wonderful. It demands the utmost concentration, and there is no room for mistakes". He has only raced there once, but he took to it immediately. In fact, he went straight into the lead in the B.R.P. Cooper-Borgward and stayed there for three laps until a cylinder head gasket blew—and this was no boys' race either, for he was up against people like Moss, Hill, Behra, Henry Taylor, Gregory, Trintignant, Bueb, McLaren and Co.

Talking of things blowing up reminds Chris of an incident, or rather a series of incidents, that gives him a good laugh now, although at the time it was anything but funny.

He was going to Aintree for a meeting last year, towing his car on a trailer. Shortly after leaving London the tow car packed up. A quick phone call caused a shooting brake to be sent out and the journey was continued. After a couple of stops on the way to mend broken water hoses, they eventually reached the circuit.

BRANDS HATCH 1959. Somewhat surprised to find that he has beaten Jack Brabham and Roy Salvadori, Chris looks on as the "bubbly" is poured into the cup, after his win in the John Davy Trophy.



With the day's racing over, they set off on the Saturday evening to drive back to London. Chris went with John Hume in the shooting brake, towing the trailer, and following behind came Tom Payne and the mechanics in a transporter. At about one or two in the morning the brake started belching smoke, to such effect that the transporter had to drop back so the driver could see where he was going! About 10 minutes later the engine blew up and so the brake was out of action.

The transporter was stopped, the trailer was attached, and off they went to find a garage, leaving the shooting brake parked by the side of the road.

They finally found a garage just before the transporter gave up the ghost. They were still some distance from London with no way of getting there. Finally, they borrowed a VW and the poor little beetle had to carry about 10 people back to town. They eventually arrived at about 9.30 on Sunday morning.

Immediately they had to set about the task of getting the assorted vehicles back, so a lorry, a transporter and a big American car were dispatched. They collected all the various machines and then the transporter broke down! They now had two "duff" transporters. There was only one thing to do: attach the transporters to the lorry, the trailer to the transporters and tow the shooting brake behind the American car. This went all right until a wheel fell off the latter machine. This was dealt with to such effect that a policeman was rather startled to see, a little later, a lorry towing two transporters, a trailer, a large American car and a shooting brake! Having convinced himself that he wasn't dreaming the bobby stopped the entourage, and informed those present that they were contravening the rules, and

that he would like their names and addresses, etc.

Reluctantly, the boys had to concede that, as far as the rules were concerned, he did have a point there. The local magistrate was later to express himself as being in complete agreement with them, and in consequence a certain amount of money changed hands.

As Chris says, there is, of course, a moral to this tale. "Buy a new transporter!"

Changing the subject completely, Chris, like almost everybody else, has no time for the 1½-litre formula. "I'd like to see the present one continued or the limit raised to three litres. I think the new cars may be too slow for International drivers and racing would cease to be the difficult art it is. I can't see the public being very interested either. I'm sure they like to watch fast machinery."

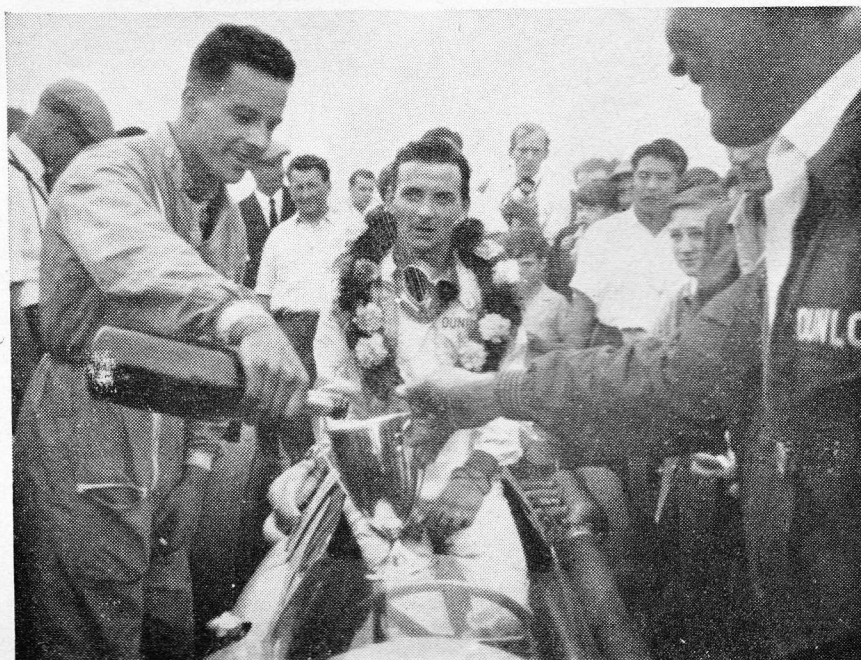
Having competed in sports cars since he began racing, Chris is rather sorry to see this branch of the sport disappearing. "I don't think G.T. racing can compare with sports cars and I think the public will have the same feelings."

Next year Chris will again be with the British Racing Partnership, which has recently been taken over by Yeoman Credit. He is highly delighted to be with them. "I'm certain it is one of the best teams to drive for. I like all the people concerned with the set-up and I have every confidence in the cars, which are always immaculately prepared."

He begins his 1960 season in South Africa on 1st January and he is eagerly looking forward to the trip, in spite of a 22-hour plane journey out there!

With a highly efficient team behind him, next season could be a very good one for this talented young man. Anyway, keep an eye on him!

No. 8 of a series © AUTOSPORT 1959.



OUT OF LUCK! Eric Jackson braces himself for a burst of speed as he tackles the start of a section. But it was not his day and he had to be content with a second-class award.

five and Ron Kemp to seven. Cuth Harrison, by dint of skilled use of his "fiddle-brake", made six, but later numbers found the going easier and cleans included Frank Wall (who now has Peter Highwood's "Exspence"), Frank Lewis, Mike Lawson and Peter Highwood. The third hill presented extreme difficulties, starting on a steeply cambered wet grass bank and continuing to turn right and into a small wood, the turn was almost impossible, and this resulted in such ingenuity of approach—some competitors even using part of the previous hill—that the section was deleted from the results.

For the fourth hill cars crossed the stream. The section ran straight up a muddy bank of deceptive difficulty, the majority of the early numbers stopping at eight or nine, where the surface changed

Highwood wins the Gloucester Trial

Gloucester Goblets Awarded to P. Highwood and J. Harrison

A FRESH set of hills in the well-tried and successful venue near Cirencester marked this year's London M.C. Gloucester Trial, which took place on Sunday. The other feature of the day was the presence of just about the most concentrated selection of evil weather the event has had for some years!

The area, for those who don't know, is a valley rising on two sides of a wide stream in which mud, leafmould, grass and stone outcrops combine with a very varied terrain to provide some of the most potentially interesting sections in the South of England. The new hills were, for the most part, on the far side of the stream from the start and, under the prevailing conditions, were an adequate replacement of the old ones. The snag, however, lay in that the approach track was only wide enough to take "one-way traffic", and many competitors were subjected to long delays. At least one crew had attempted only three hills with but half an hour to go before the lunch break.

However, the trial maintained a good

standard of organization apart from this and some chaos surrounding the first three hills, one of which was later "scrubbed". The event resulted in a well-deserved win—and one of the coveted Gloucester Goblets—for Peter Highwood, well ahead of runner-up Tony Alldred and third man Frank Lewis. A Goblet was also awarded to first-class award winner John Harrison.

The first three hills took place on steep open grass slopes and hill No. 1, called "Roundabout", curved slightly to the right over a series of bumps on long wet grass. The section caused little trouble and, in fact, cars proceeded up in a sort of "endless belt"! Second hill started off with a bend to the right; then left on a gradient of increasing steepness and with an adverse camber. The start area was extremely difficult and many of the early numbers almost failed to reach it! Among the early numbers Rex Chappell reached seven, Gordon Holdrup got to

to moss and leaves. Peter Highwood was the first to make one of the few clean climbs on this hill. Hill No. 5, "Next up the Creek", was next door to last year's rocky horror and curved to the right, round a tree on wet mud, a running stream covering the upper part. Mike Lawson reached eight, but most of the entry failed early.

The sixth hill—"Little Hut"—was another new one that curved right and ran up through the trees with a deceptive hump half-way up. In spite of its appearance, however, this caused little trouble to experienced competitors.

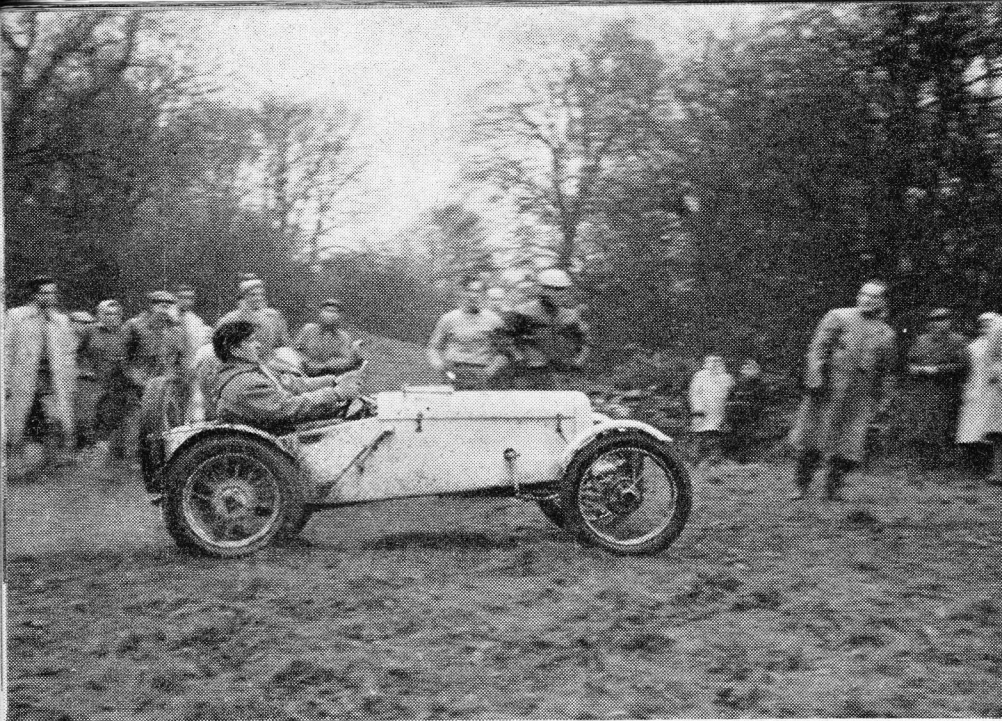
Then came "Henwood"—also new—which ran up to the right on wet mud and leaves. A steep bump early on stopped most of the entry, excellent climbs being made by Lawson, Highwood and Geoff Newman. "Henwoodn't", which followed, was really steep, and started with a right-hand turn, afterwards running steeply up between trees. Few people climbed higher than half-way, the initial turn making the approach difficult.

The remainder of the hills were situated back on the "home" side of the stream, and began with a couple of tricky, steep climbs, on wet leaves among dense-growing saplings. The first of these included a very slippery right-hander on which most cars slid uncontrollably sideways.

"Trees"—the eleventh hill—described a tortuous route through close trees, twisting to the right and then to the left in acute hairpins. Rex Chappell, Mike Lawson and Peter Highwood did well here, backed up by good efforts from Frank Lewis, Ron Kemp, David Render and Percy Barden, the latter achieving astronomical revolutions on his Climax-engined car.

Next came "The Gulf"—the old favourite running up the bed of a stream with a sharp right and left twist over a

TRICKY adverse camber draws obvious concentration from B. Wilson (Haven 1,172) on an unpleasant surface of mud and wet leaves.



NOT QUITE: Ernie Chandler looks to see how far he has reached as his Volkswagen-engined Chandler-VW comes to a halt, while his passenger still bounces to keep the car moving.

steep bump before the finish. The final bump floored most people, and few managed to get farther than six.

Then came "Grassy Bank", which curved right and left on what may very easily have been a grassy bank in its early history. Passage of cars, however, scraped the surface down to rock and, in fact, the hill grew easier for the later numbers. Mid-field scores, however, stood at seven, eight and nine, while among the early cars only Rex Chappell met with any degree of success.

The 14th hill, "Beech Leaves 1", started with a slight down-gradient on wet mud and leaves before turning sharp left and climbing steeply. This was extremely difficult, and about three stood as a good average. "Beech Leaves 2", last of the morning sections, was a continuous sharp right-hand curve round a tree with a slight adverse camber on a surface of wet leaves. Cars either failed early, by losing the front end on the camber, or completed clean climbs.

Then came lunch—in pouring rain. This materially altered the condition of several hills and for the afternoon sections, which were re-runs of all but five of the morning hills, the start areas and markers were, in many cases, extensively



Results

Gloucester Challenge Trophy: P. F. Highwood (Canhi), 193 marks. **Thomas Challenge Trophy:** A. D. Alldred (J.A.P. Bassinet), 180. **Committee Challenge Trophy:** F. T. Lewis (Cannon), 176. **First Class Awards:** M. H. Lawson (M. & L.); G. J. Newman (Cannon); F. Wall (Exspence); J. F. Harrison (Harford); M. R. B. Cannon (Cannon). **Second Class Awards:** C. W. Pollard (Cannon); R. Chappell (Cannon); E. Jackson (Cannon); B. J. Bodenham (Austin) and K. B. Lindsay (Cannon). **Gloucester Goblets:** Highwood and Harrison.

modified. During lunch, much amusement was caused when Tony Alldred, driving Frank Lewis's Cannon, bettered his own performance on one hill that morning! To cap the feat, Frank then tried Tony's Bassinet, succeeding in getting higher than any other competitor in the afternoon!

MARTYN WATKINS.

Cullen Brothers Supreme in "Cork 20"

Clean Sheet on Munster M.C. Rally

BY BRIAN FOLEY

THE 1956 Cork "20" Rally was famous for being the only one of this strenuous series to be navigated without the loss of a single mark. That memorable performance was put up by Jack Scott of Dublin, who navigated his own DKW. Now, three rallies later, Jim Cullen has equalled this performance. He took the Dunlop Cup for navigation, and his brother Des. won the Conway Cup for driving. To add even more glory to their achievement, they were driving one of the two smallest cars in the rally, an NSU Prinz of 583 c.c.

The 1956 and 1959 Cork "20" Rallies had another thing in common. Shortly after the 1956 affair, all trials in Ireland were cancelled due to the Suez crisis. This year a similar fate appeared certain for trials, due to another serious petrol shortage, this time caused by a strike of oil company lorry drivers.

Only 25 cars started in this year's Cork "20". On the evening of Saturday, 14th, the rally started from Dublin and Cork, with the bulk of the entry starting from the former. Section "A" from Dublin and Cork to Mullinavat, and thence to Kilkenny, was covered in heavy rain. A supper break in Kilkenny provided a welcome rest for the long night drive ahead, but already only three drivers were unpenalized on the road. The chosen few were the Cullens in the NSU, and the VWs of O'Brien and O'Connell. Section "B" from Kilkenny to Clonmel, via Carrick-on-Suir, saw the Cullen brothers still clean on the road, and the only other pair clean in this section was Millard/Reynolds in an Austin Seven. Section "C" circled Clonmel, through County Waterford,

and this time only the Cullens were clean on the road. Eight cars covered Section "D" from Clonmel to Cork City without loss of marks. After a stop for breakfast, and Church services, six tests were performed outside Cork City, and then came the final Section "D". Thirteen drivers covered the final section, from Cork to Cahir, via Ballyhooley and Kilworth, without loss of marks. After the last test outside Cahir, 20 weary drivers and 20 very tired navigators made their way to the Cahir House Hotel for a meal and the prizegiving.

Five cars had dropped out and but for the great spirit displayed by several crews there would have been more retirements. Charlie Mooney and Noel Brooks covered the final stage from Cork with a rear spring on their Vauxhall Victor tied up with a truck hand-brake cable, having broken a U-bolt. T. P. O'Connell bore impact signs on his VW, and Terry Power's Renault Dauphine had a rather cross-eyed expression following a bit of bank-bashing.

There was no doubt about the winners. The Cullen Brothers were clean all the way on the road, and their total of 212.2 marks was lost in the tests. Billy Kilroy and Sam Logan in a VW were second with 470.4 marks, followed by Gar O'Brien and Des Bradley (VW), 539, and Millard/Reynolds in the Austin Seven were fourth with 592 marks. For the Cork "20", Cecil Vard forsook his Triumph Herald for an Austin Seven and was placed fifth. Jimmy Millard was the best tests driver with 212.0 marks, which bettered Des. Cullen by .2. However, the award for best driver

in tests went to Reg. Armstrong (NSU) as he was not amongst the other award winners. Declan O'Leary, Hon. Secretary of the Munster M.C. and C.C., presented the prizes and offered the usual thanks to competitors, helpers, etc. As well as thanking the many members of his own club who did such wonderful work, he offered a special word of thanks and praise to members of the Kilkenny, Carrick-on-Suir, and Tipperary Clubs, who stayed up practically all night to man controls.

The Cork "20" is Ireland's premier event, outside of the Circuit of Ireland, and it is a pity that it is not better supported.

Provisional Results

Drivers' Awards: Premier—Conway Cup: D. Cullen (NSU Prinz), 212.2 marks lost. **First Class Awards:** W. Kilroy (Volkswagen), 470.4; M. G. O'Brien (Volkswagen), 539.0; J. Millard (Austin Seven), 592.0.

Navigators' Awards: Premier—Dunlop Cup: J. Cullen (for D. Cullen), 0 marks lost on road. **First Class Awards:** S. Logan (for W. Kilroy), 240; W. D. Bradley (for M. G. O'Brien), 310; D. Reynolds (for J. Millard), 380.

Best in Tests (outside of any other award winners): R. Armstrong (NSU Prinz), 228.0.

RECENT RESULTS

R.A.F.A.M.C. RALLY

Blake Trophy: A. Hobson/R. Fidler (Anglia 997 c.c.), 0 marks. **Class 1:** R. Wilson/F. Davies (Anglia 997 c.c.), 90. **Classes 2 and 4:** D. Haworth/H. Molyneux (Riley 2,639 c.c.), 460. **Class 3:** E. Fishwick/M. Mylchreest (Hillman 1,494 c.c.), 10. **Novices:** J. Akers/B. Reddy (Rapier 1,494 c.c.), 2,500. **Team Award:** Hobson/Fishwick/A. Edmundson, A. Edmundson, J. Middleton (Volkswagen), total loss 200 marks.

B.A.R.C. S.W. CENTRE

Indoor Gymkhana, Saturday, 28th November, 1959

The Murray Challenge Cup for the Best Performance: Ken Piper (Messerschmitt), 164.1 s. **Class 1 (Open Cars up to 1,500 c.c.):** Lyndon Rudge (Sprite), 172.8 s. **Class 2 (Saloon Cars up to 1,500 c.c.):** Tom Clarke (Gorgomobil), 192.3 s. **Best Special:** Nigel Pow (Dellow), 162 s. **Best Lady Entrant:** Mrs. Nellie Dunscombe (Sprite), 217.2 s. **First Class Awards:** Tony Matthews (Sprite), 191.8 s.; Charles Toomer (Rapier), 196.0 s. **Best Burnham Entrant:** Antony Young (M.G. TF), 207.1 s.

MEN IN THE KNOW. During a lull in testing at Goodwood, Roy Salvadori gives his impressions of the B.R.M. to (l.-r.) Cliff Allison, Colin Chapman, Peter Berthon and Tony Rudd.

This may present problems where his five-speed gearbox is concerned, for it would not be an easy matter to place it behind the engine in the manner favoured by Cooper and Porsche. Still, Chapman is extremely ingenious, and now that Lotus have a fine racing department, we may see some successes from the men of Cheshunt. Preoccupation with Formula Junior and F2 cars will not interfere with an ambitious F1 programme.

B.R.M. are also "rear-engine-minded", and the guinea-pig car which appeared in training at Monza was more than satisfactory as regards general handling. One of the problems facing the men of the Owen stable is to coax more power from the four-cylinder engine, without sacrificing reliability. It must be assumed that Berthon and his technicians have studied carefully the effect of using two large valves per cylinder, and it is quite likely that the original Tresilian plan of utilizing a four-valve-per-cylinder head may be tried, in an attempt to

FORMULA ONE PROSPECTS

BY GREGOR GRANT

It is unlikely that any of the new or modified British F1 cars will make their appearance before Easter Monday Goodwood, traditional "try-out" event for new racing machines. Cooper-Climax will not be changed overmuch, but the "works" cars will almost certainly have five-speed gearboxes, a slightly revised body style and general cleaning-up. The Yeoman Credit Racing Team have a different body shape, with very low nose and a central tail-fin.

Naturally, Coventry-Climax will concentrate on getting more power from the 2.5-litre engine, without affecting the first-class torque characteristics. Experiments with fuel-injection continue, but it is unlikely that the Weber carburettors will be abandoned in favour of f.i. Oddly enough, Wally Hassan finds that more power is developed on the 1,500 c.c. engine with SU carburettors, than with Webers. I do not believe that this go-ahead concern has forgotten about the V8 "Godiva", and it would not be surprising to learn that an all-alloy unit had been constructed, and even made in 1½-litre size. However, that is mere conjecture, for Coventry-Climax, Ltd., have quite enough on their plate to produce "fours" for their leading customers, and the G.P. unit must, of necessity, have a strictly limited production schedule. At the moment, power-units are under construction for Coopers, Rob Walker, Lotus and possibly one other concern. The Walker cars will have the revised Colotti five-speed gearbox.

It is interesting to note that the engine in Stirling Moss's winning car at Monza, according to Hassan, did not give much more than 220 b.h.p. This rather indicates that the 305 b.h.p. purported to be developed by the Dino 256 Ferrari V6, is

somewhat optimistic, and that the 255 b.h.p. of the new "twin-cam" is more of a reasonable figure. One is always apt to be suspicious of Continental power-outputs, even making allowance for the different formulae used to arrive at them. It is quite likely that the 100 b.h.p. per litre "ideal" is reached only on rare occasions on cars actually prepared for racing, although this may be exceeded by quite a considerable margin when the engines are being bench-tested. In any case, what counts is the power-output available at the back wheels, after making due allowance for transmission losses.

An entirely new Lotus-Climax will make its appearance, and it is fairly certain that Colin Chapman will have a stab at producing a rear-engined job.

FOR 1960

lighten valve-gear-loading as much as possible. Strictly speaking the layout adopted by Ernest Henry for the epoch-making Peugeot has much to recommend it, and it certainly does relieve stresses on the vital valve dept. Here again, fuel-injection cannot be disregarded, and the Lucas equipment has been considerably improved since it was used by Jaguars for their D-type.

Down Feltham way David Brown's engineers are busily engaged on two very important modifications to the F1 car, "adding lightness", and obtaining the maximum possible power-output from a revised version of the twin-o.h.c. "six".

PONDERING. John Wyer and David Brown look rather dissatisfied. They have only one more season in which to race their promising G.P. car. On the left is the late Peter Collins.



JOHN COOPER has already signed up his drivers (Brabham and McLaren) for 1960. It is unlikely that the cars will be seriously altered next year.

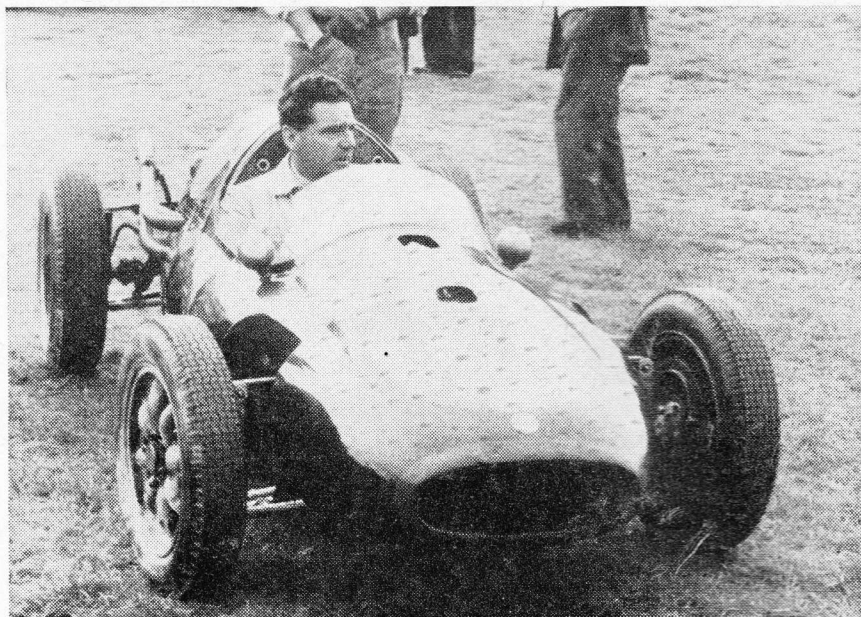
Fuel injection experiments have been made for some time on the sports-racing 3-litre DBR1 units, and the knowledge obtained could equally be applicable to the F1 engine. The Astons have remarkably good road-holding, and the standard of workmanship is as high as anywhere in the world. One feels that the Grand Prix cars will play a prominent part in the coming struggle for Championship honours as, with the abstinence from sports-car racing, D.B.'s men can produce an all-out effort.

Tony Vandervell is keeping secret his plans, but one thing certain is that at least one new car will be seen in action in certain selected events. This will not be a rear-engined device, but a much lighter version of the familiar Vanwall, with a Colotti-designed gearbox and probably double-wishbone independent rear suspension. Vanwalls are sadly missed from the circuits, and it is to be hoped that the new car will be so successful that Mr. Vandervell will be tempted to take up where he left off in 1958, now that his health has improved.

Ferrari is, of course, playing around with a rear-engined machine, but it is rather significant that he has gone over to all-independent suspension for the new twin-cam Dino. One feels that the Commendatore will not commit himself to an engine-behind-the-driver machine unless it proves to be a much better and faster proposition than the existing cars. Although loath to abandon certain structural principles laid down for his racing cars, the Ferrari technicians have been working incessantly to produce a frame much lighter than the 1959 one, but having even more rigidity. It is also more than certain that the "four-cam" engines will be used for fast circuits such as Rheims and Spa-Francorchamps, and that the new "high-torque" twin-cams will be utilized elsewhere. Sebring will provide the answer to this; if satisfactory in the training, the all-independent twin-cam will be driven by Tony Brooks.

Count Orsi has been quoted as stating that a new F1 Maserati will make its appearance early next year, and that it will be a development of the so-called "piccolo", but with the V-12 unit installed. When it was going, the older V-12 was extremely quick, but reliability was definitely not its strong point. However, Bertoni is satisfied that important modifications have resulted in an ideal Grand Prix power-plant, Alfieri having worked for some time on the unit. The possibility of a Maserati come-back may make all the difference to the Grand Prix scene in Italy, although the question of drivers must come into the reckoning. Piero Taruffi is said to have made one or two discoveries, and intensive training will take place at his school when Monza reopens next February.

Drivers are a problem for all team managers. So far, the "works" Cooper-Climaxes have a complete two-man team in Jack Brabham and Bruce McLaren. B.R.M. are said to have Joe Bonnier, Graham Hill and Dan Gurney on their books. Lotus have Innes Ireland and Alan Stacey, but at the moment, Roy Salvadori is the sole named Aston Martin driver. It is unlikely that Carroll Shelby



will return to Europe for a full racing programme. Stirling Moss is, of course, again with Rob Walker's stable, although Maurice Trintignant is said to be retiring from racing after Sebring. The "Yeoman" car will be handled by Chris Bristow, and it is highly likely that Henry Taylor will be nominated for the Laystall-Climax, if it runs in F1.

I shouldn't be in the least surprised to learn that Jimmy Clark had been given a place in the Aston-Martin set-up, although it is fairly well known that the young Scotsman is inclined to put his farming career before that of professional motor-racing. Nevertheless, his ability must be recognized and more than one team-manager would gladly sign up the popular Border Rievers man. Again, Jimmy's loyalty to the Scottish stable cannot be overlooked, and should the organization obtain a suitable car, then Clark would undoubtedly remain there.

There is also the question of Mike McKee, another brilliant newcomer, who will almost certainly be in an F1 car in 1960. Cliff Allison has again thrown in his lot with Scuderia Ferrari, and it is to be hoped that his ability will lead to a regular place in the team. Other Ferrari "possibles" are Ritchie Ginther of U.S.A., Wolfgang von Trips and Olivier Gendebien. Despite reports that Tony Brooks is retiring from racing at the end of the current season, I believe that it is only Scuderia Ferrari from which he is retiring. Brooks himself told me that, in common with every other Grand Prix driver, the question of when to give up arrives at the end of each season. He has not fully made up his mind, but it is quite within the realms of possibility that he will be seen occasionally in a Vanwall, or even in an Aston Martin. A driver of Brooks's calibre would be a godsend to any team. However, he is occupied with his new motor business, and, of course, with his dentistry career. His wife has made no comment on his racing, and says that it is entirely up to Tony.

Phil Hill is also said to be giving up the game, and has definitely not come to terms with Ferrari. Still, I cannot altogether believe that the American will abstain from G.P. racing, and if Lance Reventlow is fully determined to go all

out for an all-American team, then Hill would be an obvious choice. Masten Gregory must also be considered, as he has not rejoined the Cooper team for 1960. Both are experienced G.P. conductors, which the Scarab organization wants more than anything else, to back up Chuck Daigh and Lance himself. There is also Harry Schell to be considered, now that Arree has come out in the open as a top-ranking American driver, but it is unlikely that Carroll Shelby could be persuaded to join the Californian organization.

Jack Fairman is likely to be with the Atkins set-up, but who will drive for Centro-Sud is anyone's guess. Ian Burgess has earned the right to a place, but if M. Dei wants to have a chance of success, he should refrain from his practice of giving cars to selected nationals in their countries' *grandes épreuves*, and fix himself up with a regular team.

Edgar Barth has been suggested as a possible, as has Hans Herrmann. Ron Flockhart has been reported as having decided to retire, but after his Snetterton feat last October, I feel that B.R.M. will not want to lose his services. In any case, Flockhart and Fairman can be regarded as Great Britain's foremost test drivers, and have done remarkably good work in this field for various constructors.

Anyway, the position as regards drivers will be much clarified after Sebring. It seems rather pointless that the F.I.A. has not included Graham Hill and Ron Flockhart in the "Grade A" list. This may be due to the ruling that drivers who obtained at least two places in the first five in Sports car Championship events are said to have preference.

GO-KARTING, that crazy American sport, is the subject of much discussion in Ireland and I expect that it will "catch on" in Dublin next season. Several people are negotiating for agencies for British Karts, so as the saying goes, "It won't be long now." I thought that this would be a real enthusiasts' sport, but already I see that an English firm is offering a Kart with space frame, inboard brakes, racing bucket-seat, and three-speed gearbox. Can't they leave anything alone?

B. FOLEY.

BEST PERFORMANCE of the day in the Seven-Fifty M.C. Silverstone trial was returned by Les Newey, who took part in the R.A.C. Trials Formula cars category.

or got very near to the 6 boards. The first two sections of the third group were by-passed as really being impossible under the conditions. The next section, comprising a series of severe undulations, needed the right line at the end, and only Rob Davis landed squarely between the finishing poles after finishing the airborne part of the trip. He was nearly matched, however, by Newey and Overton. The last group of sections were on a steep slope through a wood requiring power in the motor, moral power in the driver and hard-working bouncers. The stars here were again Davis, Newey, Overton and Potts.

The special test, a speed test on grass, was called into the results to decide the second place between Overton and Davis, the honours finally going to the former by 1 sec.

A large and appreciative crowd speculated on all sections, successful and well-tried climbs earning deserved applause. The weather, dull and overcast all day did not actually rain until nearly the end, a fact much appreciated by the organizers whose own marshals were most manfully reinforced by a contingent from the local Northampton and District M.C.

Provisional results were ready within minutes of the event ending, and clerk of the course Arthur Mallock was heard muttering about next year. We'll be there, for this is an event in the true club tradition and not to be missed.

10th SYRACUSE GRAND PRIX, 1960

THE 10th Syracuse Grand Prix for Formula 2 cars will take place on 19th March, 1960.

All intending entrants should write to Ken Gregory at 69 Lots Road; Chelsea, S.W.10, advising him of the cars and drivers they wish to enter in order that he may pass this information on to Sig. D'Amico Urso in due course.



THE SILVERSTONE TRIAL

Seven-Fifty M.C. Event Won by L. Newey

BY G. J. HOLLON

THE Seven-Fifty M.C.'s Silverstone trial was held at the military training ground at Tiffield, near Towcester, Northants, on 6th December, by courtesy of the Territorial Army Association. This year's event broadly followed the successful layout used last year. The entry was divided into three groups, with Austin Seven trials formula cars in one class and Austin Seven saloons and tourers in another, with quite separate climbs for the 1,172 trials cars who had a stiffer lot of hills to themselves. As the trial was in effect two events in one it was consequently even more difficult than trials usually are to follow and report upon. However, to take the Austins first, it was encouraging to have 14 entries, taking all types together, and a pointer to the great interest aroused by the recently revised Austin Seven trials formula. This differs from the earlier one in that while the cars still have to use A7 components, these may be arranged to fall into line with the R.A.C. formula for trials cars and thus are not restricted to events run by the 750 M.C.

The Sevens then had their own hills and at the lunch break it was seen that S. W. Godden (Formula Trials car) was leading with 69 points, followed by J. R. Burrill (who borrowed a car at the last moment, his own being unfinished) with 65. This order was to remain until the end. The morning sections were run over twice, and lunch having been eaten, the sections were run again in reverse order.

The class for 1,172 cars, which included a blown 750 (Rob Davis) and the old Vauxhall-engined "Cyclops" of J. Hawkins, began with a series of "into and out of—if you can" type of climb, many resembling bomb holes. Perhaps

they were—we were after all on W.D. ground. These sections are usually more frightening to get into than to get out! The first section looked to be almost impossible after the previous heavy rain, but L. Newey and N. Overton managed to make clean climbs on their first attempts. The second group of sections, unlike the first, showed nearly everyone improving on the second runs, so there must have been some hard stuff underneath which the early numbers hadn't got down to. Davis, Overton, Newey and Potts either climbed clean

Results

Best Performance of the Day: L. Newey.
Best in 1172 Class: N. H. Overton. Runner-up: R. Davis.
Best 750 Formula: S. W. Godden. Runner-up: J. R. Burrill.
Best in Classes for saloons and tourer Austin Sevens: F. G. Benson. Runner-up: D. Bowman.
Third Place: D. Rees-Jones.



SIMPLA—Arthur Mallock's new car constructed to the new 750 trials formula. As Arthur was clerk of the course, the car was driven by D. C. Godfrey but failed to comply with body-work regulations and did not score.

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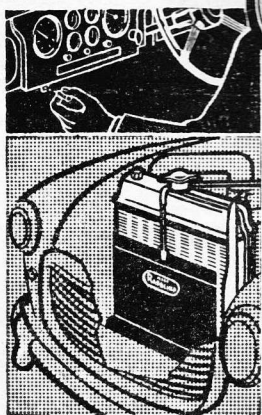
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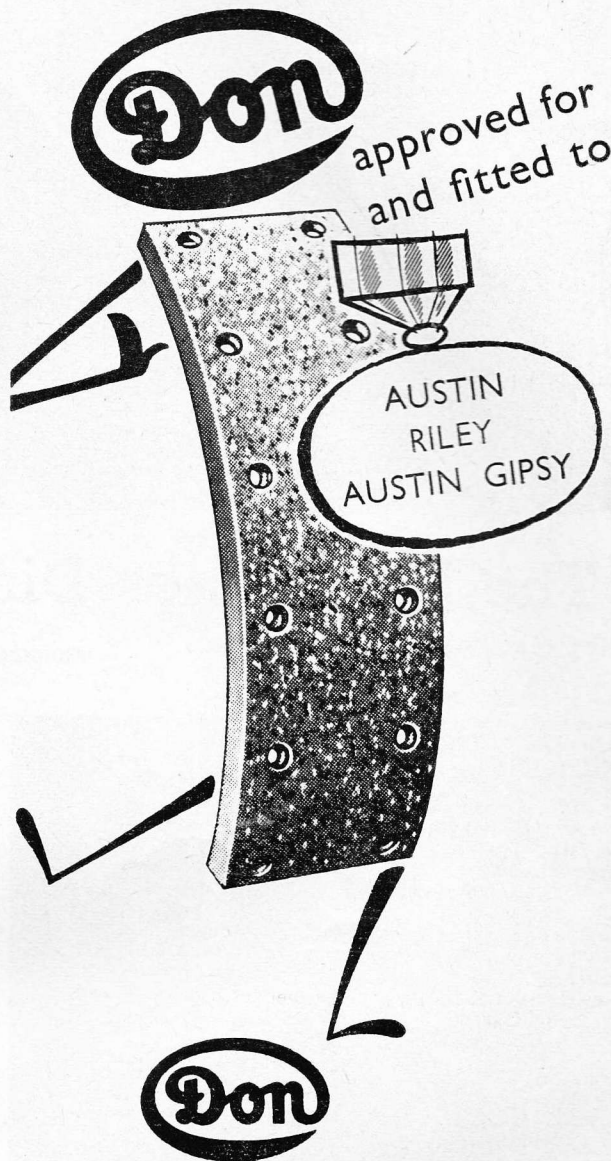
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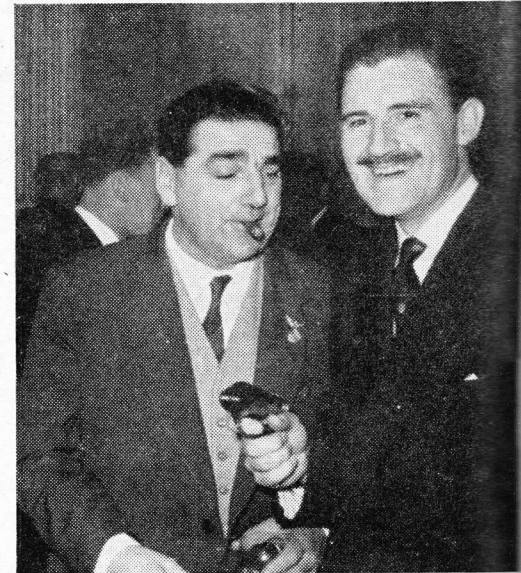
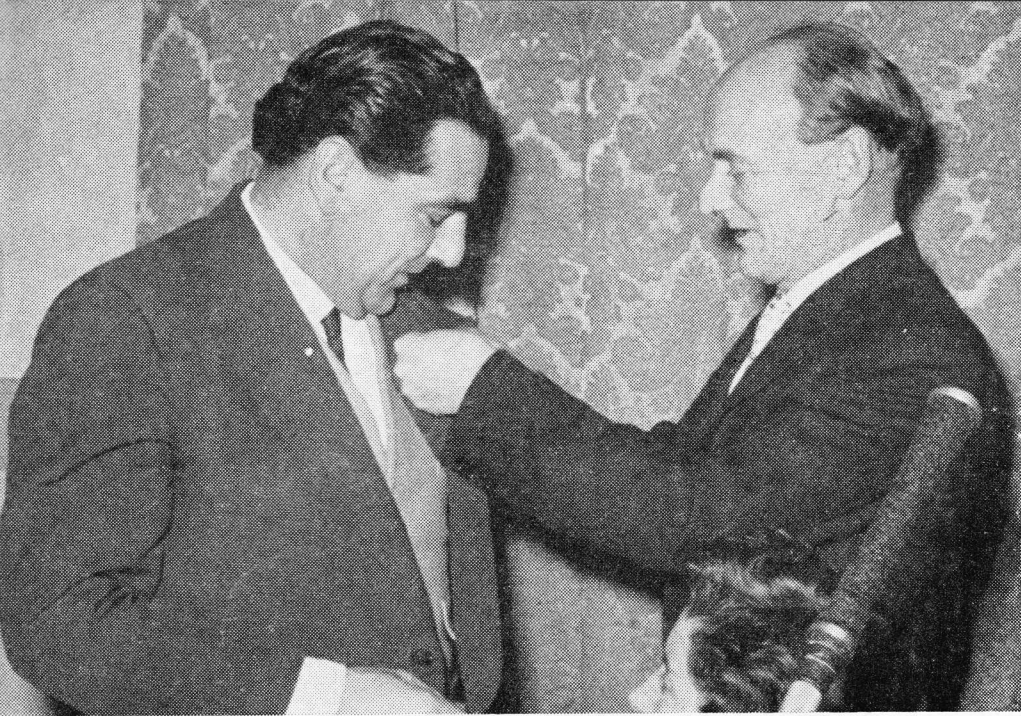
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NEW MEMBER (left): President Harry Mundy bestows honorary membership on John Cooper. BELOW: Got a light, mate? John tries to attract a laughing Graham Hill's attention.



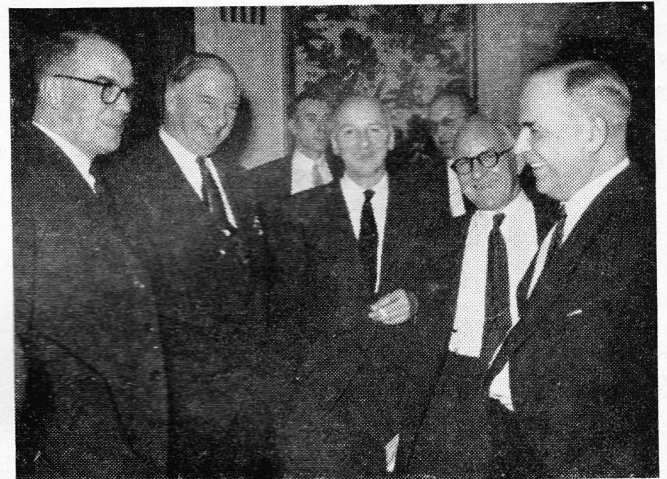
The Mechanics Dine

Racing Mechanics' Social Occasion

PHOTOGRAPHY BY GEORGE PHILLIPS



HAPPY BAND: (left to right) Mr. and Mrs. Afflick, Alec Hounslow, Tom Haigh, Mrs. George Phillips, Gregor Grant, Henry Stone, David Dixon, Helen Habberfield-Tompson, Pat McNally and Jean Cooper-Fish.



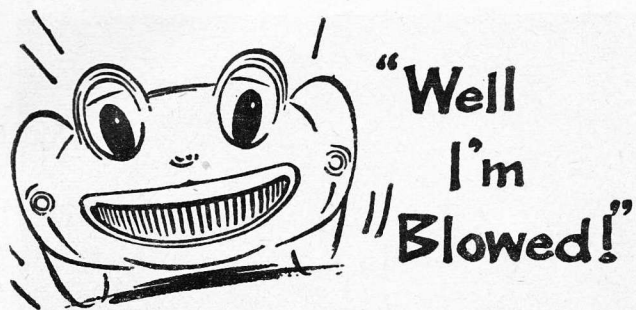
CONFERENCE: (left to right) Bob Burley, Wally Hassan (Coventry-Climax), Bill Pacey, Percy Kemish (Bristols) and Jack Sopp (Aston Martin) chat together.



WIRES AND TYRES: Ray Wood, of Lucas (left), and Dick Jeffreys, of Dunlop, get together. Behind them, John Bolster has his attention distracted.



TWO SMILE—and the other two appear to have heard it before! From left to right, Geoff Uren, Gordon Stewart, Ian Walker and Tony Coakley.



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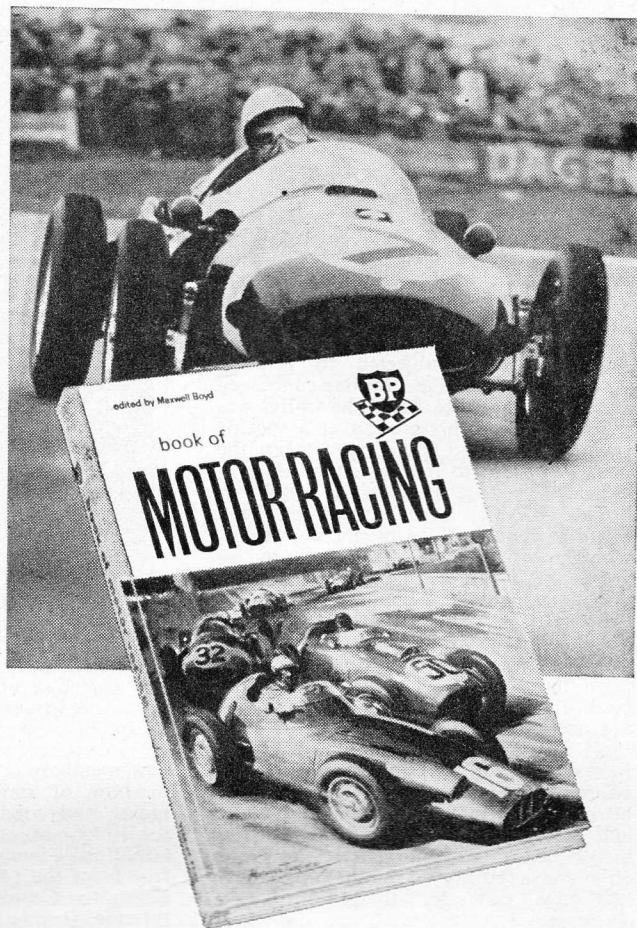
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Club News

By MICHAEL DURNIN

THE R.A.C. have received a request from the National Farmers' Union for assistance in obtaining closer liaison between their members and clubs organizing motor events.

There have been cases of cattle straying and being subjected to possible danger where, had the farmer concerned known in advance that the rally was passing through his ground at a specific time and day, he could have taken the necessary steps to the benefit of all concerned.

The R.A.C. have, therefore, been asked to request clubs organizing events, which they think may in some way involve the farming community as mentioned above, to contact the local National Farmers' Union Secretary, giving him the appropriate details.

A list of such Secretaries is available from the R.A.C., Competitions Department, Pall Mall, London.

Lastly, it should be made quite clear that this approach by the National Farmers' Union was made solely in an effort to promote better co-operation between their members and motor clubs and they are not in any way against the motor sporting community; they are only endeavouring to be helpful. The least we can do, therefore, is to co-operate.

* * *

REGS. are now available for the annual B.R.S.C.C. national Boxing Day race meeting. There will be events for sports-racing machinery of all classes, Formula 3 devices, production saloon and sports cars and Formula Junior cars. Racing starts at 12.30 p.m. . . . On 20th December the North London E.C.C. are having a Christmas Run during the forenoon followed by luncheon in the Nightingale, 349 High Road, Wood Green, London, N.22. In the afternoon there will be a film show and the A.G.M. On 8th January the same club will hold their dinner-dance at the Hendon Hall Hotel, London, N.W.4. Tickets are available from E. W. Yelland, 95 Tintern Way, Harrow, Middlesex. . . . The Chiltern C.C. and Messrs. Martini and Rossi are combining to put on the Chiltern Hundreds Martini Trial on 20th December. This will be a restricted sporting trial for production cars and is open to B.A.R.C., M.G.C.C. (S.E.), Shenstone and D.C.C., Falcon M.C., Leicestershire C.C., Midland M.E.C., London M.C., East Surrey M.C. and members of the B.T.R.D.A. who are competing for the Standard Car Trials Star. The event will start from M.R. 912562 on the Camberley-Guildford Road at 10 a.m. Regs. are available from S. K. Foskett, "Kenmar", Bures Wood Road, Beaconsfield, who must have all entries by 17th December. . . . Any ex-servicemen or women in the Surrey area will be made very welcome at the Hog's Back and Surrey Group of the Forces M.C. noggin and natter which will be held at 8 p.m. on 16th December at the Newlands Corner Hotel, near Guildford. The group recently held their first meeting and are anxious to attract



WATCH IT! Mike Cannon, designer-constructor-driver and the man behind nine out of 10 trials cars in current use makes delicate use of his "fiddle-brake" on a tricky corner in the London M.C. Gloucester Trial. He gained a first-class award.

new members. . . . Guildford M.C. have a show of some of the latest motor racing and road safety films scheduled for 10.30 p.m. on 18th December, in the Guildford Cinema. Tickets are available free from the Guildford Municipal Offices or the Guildford M.C., 24 Woodruff Avenue, Burpham, Guildford. . . . New secretary of the Wirral Hundred M.C. is R. W. Godwin, 15 Bath Street, Port Sunlight, Wirral, Cheshire.

Coming Attractions

December 12th. Manchester U.M.C. Christmas Team Rally. Starts at Manchester and Ashby-de-la-Zouche.

B.A.R.C. (S.E. Centre) Sixty-mile Night Event.

December 13th. West Hants and Dorset C.C. Christmas Cup Trial. Start at Dear's Garage, West Moors, Dorset, approx. 10 a.m.

December 20th. Chiltern C.C. Chiltern Hundreds Martini Trial (for production cars). Starts at M.R. 912562 on the Camberley-Guildford Road, at 10 a.m.

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

BRISTOL M.C. AND L.C.C. MENDIP PETIT PRIX

ON Saturday last the Bristol Motor Cycle and Light Car Club held their annual Mendip Petit Prix at Bristol Airport, Lulsgate. The event, held during the evening, consisted of a number of tests in floodlit pits, such tests as removing and replacing back axle filler plug, sparking plug, wiper blades, rotor arm, battery filler plug and dipstick, and also changing wheels and rear light bulbs. Only eight pits were available so if cars were unable to find a vacant pit they were required to keep circulating the aerodrome track. At 6 p.m. 30

cars, ranging from a brace of vintage Frazer-Nashes to a 3½-litre Jaguar, were away to a Le Mans-type start—and the fun began. One hustled competitor even forgot where his battery was located and another when asked to interchange his rear lamp bulbs fumbled around with the lamps before realizing that the bulbs were easily accessible from inside the luggage boot.

John Buncombe, driving a Ford Anglia, made the best time in three of the tests and won the event by 12.7 secs. The only casualty was Champeney, who broke a half shaft on his vintage Austin Seven.

Provisional Results

Winner: J. Buncombe (Ford Anglia), 237.9 s.; Runner-up: C. Read (Triumph Renown), 250.6; 3, L. J. Rudge (Austin-Healey Sprite), 252.1; 4, G. Mabbs (Standard 10), 267.7. Team Award: Burnham-on-Sea M.C. (Buncombe, Rudge and H. W. J. Oram), 830.0.

John Bull Trial—continued

ridge along a gorse-covered face. Cleans were recorded by five cars, including Frank Lewis. Next hill was on a surface of grass and mud, winding left round a bush, over two ridges to a falling-off hairpin. There were only four failures. Hill No. 16 was a long climb on grass to a muddy ridge, and only six cars failed to climb it. On the 17th hill, a grass zig-zag between gorse bushes, the whole field was clean, and 17 cleans were recorded on hill No. 18, a straight climb on a grass bank.

Hill No. 19 started with a left-hand climbing turn over a large bump, then ran down to the right. The speed required to surmount the bump threw the cars off line for the descent, but even so half the entry was clean. The last hill of the day, a long, bumpy blind up the side of a wood, caught out only three cars.

FRANCIS PENN.

RECENT RESULTS

OXFORD M.C. AND OXFORD UNIVERSITY M.D.C.

Cotswold Rally Provisional Results

1, J. Rippon/J. Brown (Morgan Plus 4), 690 marks lost; 2, D. Wits/J. Granville (Ford 1172), 790; 3, C. Tyrell (TR2); B. Morris (Ford 996).

THE C.S.I. AND BRAKES

ON 23rd November the C.S.I. met in Paris. Amongst other things a modification was made to the paragraph relating to brakes in the Appendix "C" for sports cars. Originally it was compulsory to have two master-cylinders linked to the same pedal, and one of these was to apply the brakes on all four wheels while the other would have actuated only the front brakes. Now, at the request of the R.A.C. delegate, the word "front" brakes has been deleted, but it is still compulsory to have one of the master-cylinders acting on four wheels and the other on two wheels. Now the usual practice on most British sports cars is to have one master-cylinder acting on the front brakes and the other one on the back ones. By moving the fulcrum point of the pedal towards one or the other, it is very easy to adjust at will the front/rear ratio of the braking system. Besides, unless one goes to the extent of using twin-caliper disc brakes with separate oil lines for each caliper one cannot see how it is possible to provide safety in a system where two separate oil lines would lead to the same cylinder. It seems obvious that in the case of a leak in one of these lines the fluid from the other one would simply go through the brake itself and leak out just the same. It is hoped that the C.S.I. will realize in time that to ask for one master-cylinder for each pair of wheels is quite safe enough, provided that, and here lies the safety factor, if one of the master-cylinders packs up, the driver will be able to use the other one, which is not always the case, as sometimes the pedal goes right down to the floor as the linking bar between the two master-cylinders just pivots round the working end of the remaining one, unable to exert any pressure upon it, the leverage being insufficient.

GERARD CROMBAC.

THE RACING CAR SHOW

WITH the R.A.C. Rally completed, the last place amongst the cars of the 1959 Champions (a section of the exhibits at the First Annual Racing Car Show) is now filled by John Sprinzel's Speedwell-converted Austin-Healey Sprite, whose performances in the Championship qualifying rallies in 1959 has, subject to official confirmation, been given the title of British Rally Champion.

Pride of place in the show goes to the Cooper which won the World Championship for Formula 1 cars, but no less

impressive and meritorious was the record of the DBR1 Aston Martin, whose victories at Nürburgring, Le Mans and the Tourist Trophy brought the World's Sports Car Championship to this country for the first time.

Both the Cooper and the Aston Martin are on exhibition in addition to the 1958 World Championship winner, the Vanwall, and cars of every shape and size and specification, ranging from the fabulous V.16 B.R.M. to the latest in racing machinery, the Junior Formula—and a Go-Kart.

The First Annual Racing Car Show opens on Saturday, 2nd January, and remains open daily (except Sunday) until Saturday, 9th January, 1960 (10 a.m. to 9 p.m.), at the Old Hall of the Royal Horticultural Society, Vincent Square, Westminster, London, S.W.1.

Prices of admission: Adults, 3s.; Children, 2s. (Opening Day and Wednesday, 6th January: Adults, 5s.; Children, 3s.).

LE MANS REGULATIONS

THE Automobile Club de l'Ouest announced officially the regulations for next year's 24 hours race at a cocktail party held in Paris. During the party a presentation was made to the French branch of the Shell oil company which was awarded the "Oscar" for the best layout in the village behind the pits at the race last June.

The new regulations have been announced in AUTOSPORT already but an important change has taken place since, at the request of the C.S.I.: originally it had been decided that the race would be open to sports cars of any capacity and G.T. cars from 1,000 c.c. upwards. As the Sports Car World Championship caters for the up to 3-litre cars only the situation could have arisen when the winning car would gain no points towards the Championship, while a car placed much lower down in the race classification would. Therefore, as they did last year, the C.S.I. asked the Automobile Club de l'Ouest to restrict the entries to sports cars up to three litres only. The properly homologated G.T. cars of over three litres are still allowed, and this situation does not seem to please some sports car manufacturers.

Also, at the request of C.S.I., there is no limit on the number of laps between refuelling stops, the only limit being that of the Appendixes C and J which specify the capacity of the fuel tanks, according to the size of the engine. However, the A.C.O. has kept the rule of a minimum

of laps between two stops for oil and water but this time the limit is 25 laps only (208 miles).

The race will be held on 25th-26th June and entries close on 29th February at midnight. Fifty-five cars will be admitted. The special practice session for those who wish to experiment long before the race will be on 10th April.

PAT MOSS AND ANNE WISDOM won the Ladies' Prize in the Portuguese Rally.

STIRLING MOSS may be seen driving for Porsche in certain sports car races next season.

GRAHAM HILL'S place in the Lotus team at Sebring will be taken by Alan Stacey.

GERMAN INTERNATIONAL CALENDAR

19th/20th March (A.v.D.): Int. Rallye Trifels.
1st/3rd April (A.D.A.C.): Int. Roland-Rallye.
8th/10th April (A.D.A.C.): Int. Rallye Hanscat.
21st/24th April (A.D.A.C.): Int. Rallye Solitude.
8th May (H.M.S.C./A.v.D.): Spessfeld Races.
22nd May (A.D.A.C.): Int. A.D.A.C. 1000-km.-Rennen (Nürburgring). Lauf der Sportwagen-Meisterschaft. 6th June (A.v.D.): 12 Stunden von Hockenheim. 10th/12th June (A.v.D.): Int. Rallye Bad Homburg. 17th June (A.v.D.): Rossfeld-Höhenring-Bergrennen. 24th/26th June (A.v.D.): Int. Rallye Nordrhein-Westfalen. 8th/10th July (A.v.D.): Int. Rallye Wiesbaden. 10th July (A.D.A.C.): A.D.A.C.-Eifel-Rennen. 24th July (A.D.A.C.): Grosser Preis der Solitude. 31st July (A.v.D.): Grosser Preis von Deutschland. Weltmeisterschaftslauf. 7th August (A.D.A.C.): Freiburger Bergrekord. Lauf der Bergmeisterschaft. 7th/20th August (A.D.A.C.): Int. Europa-Rundfahrt. 4th September (A.D.A.C.): 500-km.-Rennen (Nürburgring). 18th September (A.v.D.): Grand-Tourisme-Pokal-Rennen. 28th/29th September/2nd October (A.D.A.C./A.v.D.): Int. Deutschland-Rallye. Lauf der Europa-Rallye-Meisterschaft. 2nd October (A.D.A.C.): Eifel-Pokal-Rennen. 7th/9th October (A.D.A.C.): Int. Rallye Avus, Berlin.

German "Monte" entries

Eugen Böhringer (Mercedes 220SE), Warsaw; Bernd Degner (Alfa Romeo), Frankfurt; Donald Dellinger (Volvo), Oslo; Siegfried Eikelmann (DKW), The Hague; Egon Evertz (Mercedes 190D), Frankfurt; Herbert Freese (Lloyd), Frankfurt; Horst Frischkorn (NSU-Prinz), Frankfurt; Hanns Gerdum (Mercedes 220SE), Warsaw; Heinz Grimm (Fiat 1800), Oslo; Peter Hamann (Mercedes), Frankfurt; Hans Hugo Hartmann (Lloyd), Frankfurt; Helmut Heyse (Fiat 1200), Oslo; Ruprecht M. Hopfen (DKW Junior), Oslo; Theo Klink (Borgward Isabella TS), Frankfurt; Lothar Koettgen (Lloyd), Lisbon; Hermann Kühne (DKW), Warsaw; Werner Kühner (Mercedes 220SE), Warsaw; Wolfgang Levy (DKW), Oslo; Peter Lindner (3.4 Jaguar), Frankfurt; Walter Löffler (Alfa Romeo), Oslo; Karl-Georg Mäder (Auto Union 1000), The Hague; Horst Meinke (Mercedes 190D), Frankfurt; "Sepp Münchberger" (Auto Union 1000), Frankfurt; Roland Ott (Mercedes 220SE), Warsaw; Robert Poensgen (Lloyd), Lisbon; Eugen Schäfer (NSU-Prinz), Frankfurt; Walter Schock (Mercedes), Warsaw; Günter Selbach (DKW), Oslo; Kurt-J. Selzer (Citroën ID 19), Oslo; Hans-Peter Tempelmann (Auto Union 1000), Frankfurt; Alexander Unger (Mercedes 190D), Frankfurt; Heinrich Karl Witthöft (Lloyd), Frankfurt.

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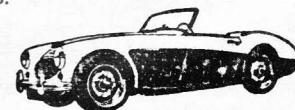
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I commend you for a fine magazine as there is nothing like it on a weekly basis over here. I enjoy reading race reports so soon after they happen, because they take about twice as long to reach the monthly motoring editions in the U.S. I would also like to trade recent issues of American publications for Continental ones if anyone is interested.

DAN IZARD.

395 HUNTLEY ROAD, CRYSTAL LAKE, ILLINOIS, U.S.A.

Sir Gawaine Baillie's Chevrolet

THERE is no doubt that I have had some of the most enjoyable and closely fought races of my career during the 1959 AUTOSPORT Championship series and, incidentally, with regard to the racing correspondence from America I feel that it is a great pity that Sir Gawaine Baillie was criticized for his performance in the Corvette. As the one person who has had to "mix it" with Gawaine I can only express my admiration for his ability as a driver and his absolutely clean "give and take" driving of a car which is unsuitable for the majority of our circuits. It is surely true that cars invariably perform better in their country of origin.

HUSBANDS BOSWORTH, NEAR RUGBY.

DICK PROTHEROE.

Grand Prix Venues

UNFORTUNATELY, because Britain has no true road circuits like Spa Francorchamps, the British Grands Prix have, since the war, always been held at either Aintree or Silverstone, both of which are as flat as pancakes and the latter is as dull as ditchwater.

Silverstone is really still an aerodrome where all the corners and curves are the same as each other and it leaves little scope for record laps. Aintree is indeed a big step-up from this but is still too flat and also leaves little scope for much higher speed lapping.

What I am leading up to is: Why can the R.A.C. not organize the Grand Prix at Oulton Park? For sheer driving skill and interest for the spectators, Oulton is the circuit. This year's Gold Cup Trophy proved that Oulton is suitable for Formula 1 and it proved to be quite an exciting race. Had it been more international it would have been even better.

It also showed that there was plenty of scope for lap record breaking and gave the drivers chances to show their skill to more advantage than at Aintree. Indeed, Oulton is England's petty Nürburgring with all its hills, dales, twists and winds. The century has yet to be topped and it very soon will be. Everyone who has been there has liked it (except the lake) and no one need worry about gate money—Cheshire is full of it.

The spectator facilities at Oulton are very good except that the stands could do with some improvement, but the very nature of the circuit provides great thrills for the spectators and drivers alike.

Finally, I feel that to deprive Oulton of its British Empire

Trophy is a great shame! And to give it to Silverstone, which already has its annual Formula 1 race and probably next year's British Grand Prix, is an absolute insult to drivers, spectators, Oulton and the race!

I am 16 and have been following AUTOSPORT for two-and-a-half years. I have always found it very good, so please keep it up!

HEREFORD.

STEPHEN MCGURK.

Gurney-Nixon-Jenkinson

REFERENCE Gurney, Nixon, and Jenkinson. World Champion in his second year? Could be; there was a bloke named Rosemeyer, first drive for Auto-Union 1935, European Champion 1936, no difference really. And it was Grand Prix racing, not the cissy stuff of today.

LONDON, S.E.7.

JOSEPH BAYLEY.

WHAT a pity it is that Mr. Jenkinson cannot be refrained from spreading his vitriol to motoring journals other than his own.

In the Italian Grand Prix, to which he refers, it was not Stirling Moss who made "these two American Supermen look like the boys they are". It was, in fact, the Ferrari team manager, Tavoni, who was stupid enough to bring in his four cars for tyres on four consecutive laps. This left Moss so far in the lead that he was able to reduce speed, spare his tyres, and run out the race without a tyre change.

Anyway, greater men than Denis Jenkinson have predicted the World Championship for Phil Hill—I refer to Mike Hawthorn.

LONDON, S.W.3.

P. SNEYD.

REFERENCE Mr. Nixon's footnote to my letter in the 27th November issue of AUTOSPORT, perhaps Hawthorn did win at Rheims in 1953, but it took him until 1958 to be World Champion. As for Brabham, his good steady driving has been tempered by enormous luck; he had no hope of winning at Monte Carlo until Moss handed it to him on a plate when the Walker car broke down, and the only race Brabham has won, as distinct from finishing first, is Aintree; for the rest of the season of F1 racing in *Grandes Epreuves* he has not had much of a look in.

Even with Moss retiring several times and Brooks being "off form" neither Hill, nor Gurney, nor Masten Gregory, nor Shelby, for that matter, won a *Grande Epreuve*. These Americans are good, very good, drivers and Grand Prix racers, but not World Champions to my way of thinking.

ODIHAM, HANTS.

DENIS JENKINSON.

Does Your Aston Really "Go"?

PLEASE accept my sincere congratulations on those two excellent articles. As an Aston Martin owner I was naturally particularly interested, but the technical information regarding the tuning of SU carburettors is surely of great interest to owners of other makes using dual SU carburettors.

I have always thought you ought to publish more technical articles and I hope this pair is the forerunner of many more to follow.

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GORDON SUDWORTH.

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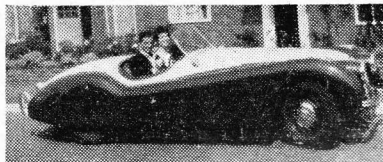
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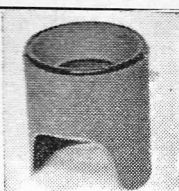
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DRIVING his Triumph Herald coupé, Cecil Vard of Dublin won the Waterford Motor Club's Tyresoles Trial recently. He defeated Des Cullen, also of Dublin, in an NSU Prinz, by the narrow margin of three marks. This is Vard's second Hewison Trophy trial victory, having won the Circuit of Clare previously, and it thus gives Vard the lead in this competition.

Twelve noon was the rather early starting time of the first car in the Tyresoles Trial and a surprisingly small entry of only 17 cars lined up at the start, which was in front of the G.P.O. in Waterford. As all the tests were at the finish, navigators were subjected to some two and a half gruelling hours of bumping and sliding over third-class roads, and across several narrow boreens and deep-rutted cart tracks, with only the odd stretches of second- and first-class roads thrown in as a welcome relief. The route of approximately 65 miles was confined to Counties Waterford and Kilkenny, and included all the usual hazards of Irish trials, such as cattle, goats and assorted poultry on the roads, youths playing hurling, and also a few unusual hazards as well, such as having to cross the only toll bridge in Ireland, over the River Suir near Fidown. The route took us through the village of Glenmore which is reputed to be the only village in Ireland with no pub! Due to the rather high average of 30 minimum-40 maximum, we did not have time to stop and investigate!

At the finish at Lisnakill, some five miles from Tramore, only three cars were clean on the road and they were Cecil Vard/Jack Scott in the Herald, Des Cullen and Julian Hardy in the NSU, and Liam Woulfe/Brian Geary in a Renault Dauphine. Such seasoned warriors as the Kilkenny Volkswagen pair, Tommy Connolly and Gar O'Brien, were as much as 20 minutes to half an hour late on the road. Four cars did not finish and one of the most unfortunate of these was Paul O'Flynn of Cork who somehow managed to seize the two-stroke motor of his DKW.

The navigators, having done their stuff,

could now sit back and enjoy the fun and games provided by five tests. These were the usual brake and reverse, pylon bashing efforts, with the exception of the final test which was a glorious four-cross roads "handbrake", with no pylons.

In Test 1, Des Bradley in his Dellow was the fastest with a time of 22.5 secs. Main interest was on the Hewison Trophy contenders, Vard and Cullen, who had times of 26 and 25 secs. respectively.

Vard's time in Test 2 was 39 secs., but Cullen only managed 41 secs. due to stalling his engine as he braked in reverse going downhill. This annoying error may possibly have cost Cullen the Premier Award. Tommy Connolly was fastest on this test, throwing his VW around with great abandon to record 37 secs.

Test 3 was yet another pylon bashing effort, with a garage thrown in for good measure. Vard and Cullen tied for fastest with 33 secs. apiece. Liam Woulfe provided all the thrills in this test, when he went around a pylon in his Renault Dauphine on only two wheels. The car

FLASHBACK to the summer: On the left one of the unconquerable Lolas leads a mixed pack of 1,100 c.c. sports into the bottom straight at Brands Hatch, while below a trio of 500 c.c. cars are seen in the sunshine during a Silverstone club meeting.

hovered in mid air, giving the spectators and other drivers a wonderful view of the underneath of the car, before it decided not to turn over, by flopping back on all fours. Immediately following this hair-raising manoeuvre, Woulfe demonstrated the consequences of being over-enthusiastic on the handbrake by clonking a rear wing on a stone wall. Vard and Cullen were particularly brilliant in this test. Cullen has the advantage of having a very small car to fling about, and the lock on Vard's Herald has to be seen to be believed.

Vard beat Cullen by one second in Test 4. His time of 31 secs. was also the best.

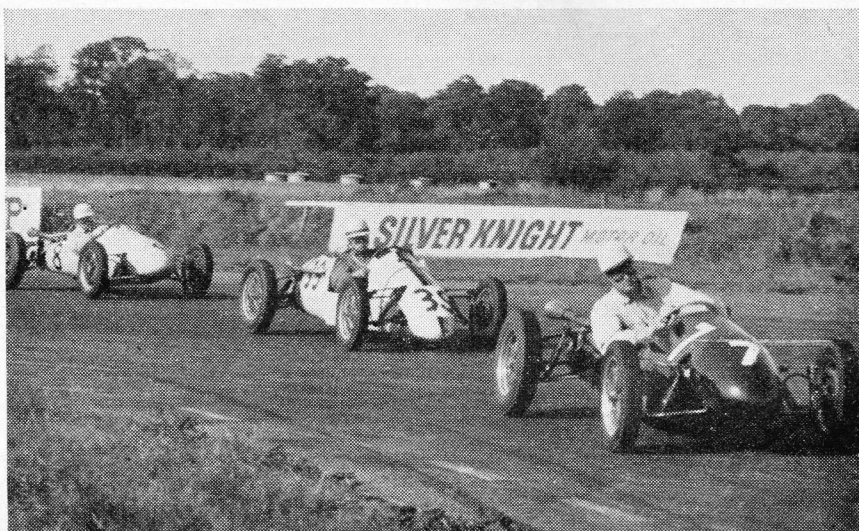
In the final test, one second again separated Vard and Cullen, their times being 20 and 21 secs. respectively. Fastest was Des Bradley in his Dellow with a very good time of 18 secs.

Vard beat Cullen in three tests, was equal in one and was beaten by Cullen in one. This scintillating performance gave Cecil Vard the Premier Award with a total of 149 marks to Cullen's 152. Cullen won the saloon class as well as being second overall. Third overall and second in the saloons went to Liam Woulfe of Kerry in his Dauphine, and Des Cullen's brother, Jim Cullen, brought his VW into third in the saloon class.

Only four cars competed in the open car class, but all credit must go to Des Bradley who won this class with a total of 310 marks. It certainly was not a specials day due to the high average required and consequently Bradley lost a lot of time on the road. Dr. J. Roche-Kelly of Limerick who was third in the open car class incurred the maximum number of penalty marks on the road.

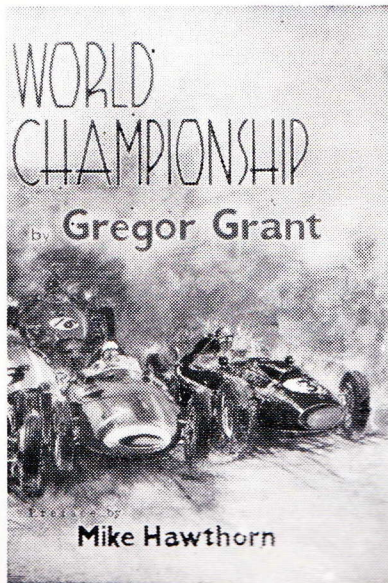
The Irish Motor Racing Club Hewison Team of the Cullen brothers, Des Bradley and Brian Kehoe of Carlow, are now well in the lead for the team award in the Hewison Trophy, as Kehoe was placed sixth overall in his VW in the Tyresoles, and was also 10th overall in the Circuit of Clare.

BRIAN FOLEY.



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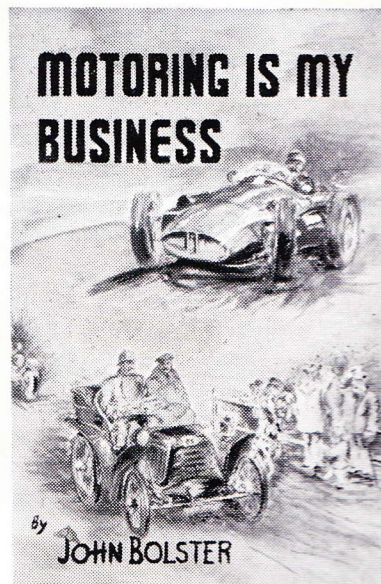
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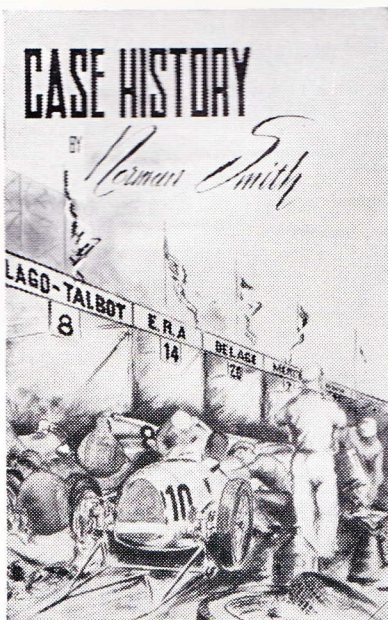
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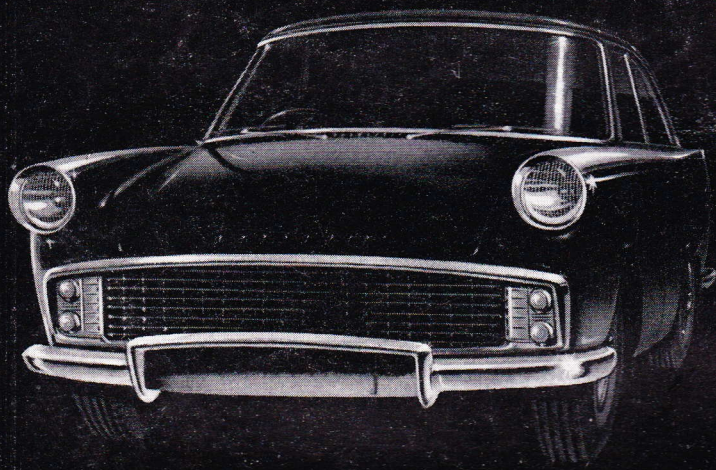


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