AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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PREVIEW OF THE MONTE CARLO RALLY : PROFILE – ALAN STACEY

PETERBOROUGH M.C. WARCO CUP TRIAL : GREGOR GRANT TRIES THE STUDEBAKER LARK

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Vol. 20 No. 3 **January 15, 1960**

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EDITORIAL

OBJECT—MONTE CARLO RALLY VICTORY

NEXT week the most highly publicized of all motoring events takes place, the 29th Monte Carlo Rally. From many parts of Europe come 345 crews, each determined to reach the Principality and to finish as high as possible in the general classification—with the secret hope that it will be in the leading position. As the cars move towards their goal, millions of people will learn of their progress through the medium of the radio, television and newspapers. Although to many entrants the whole thing is an adventure, with the thought of the Riviera as a pleasant conclusion, manufacturers and components-makers take it very seriously indeed. Winning the "Monte" can be of immense value to eventual sales, as no amount of planned advertising can be compared with the tremendous publicity which goes with outright victory, and other important awards such as the team prize and the "Coupe des Dames". The event is also used for development purposes, and several components which are now standard equipment proved their worth in the annual winter classic. Yet, the entire event is more of a gamble than any other International rally, not only because of the widely varying weather conditions, but also because of the methods of timing adopted in the Chambery-Monaco, and in the mountain test sections. Secret controls will always provoke arguments, and although it is alleged that they are included at the request of the authorities to prevent excessive speed, the majority of entrants feel that they should be used only for this reason, and not as a means of causing unexplained and mysterious loss of marks. It is to be hoped that the 1960 event will be concluded without the bickering and petty squabbles that have been a feature of more than a few of the 1959 rallies. One sympathizes with manufacturers who lay out many thousands of pounds in order to compete, but, on the other hand, it should always be remembered that the sport should come first, and that innumerable protests are both annoying and often totally unnecessary.

THE RACING CAR SHOW

IF crowds and public interest are anything to go by, then the recent B.R.S.C.C. exhibition at the Old Horticultural Hall, London, was an unqualified success. A remarkable amount of business was done by components and accessories people. Formula Junior makers also had a good show, and, of course, the racing cars themselves were always the centre of interest. Next year, the show will have to grow, as more and more exhibitors will wish to make use of a valued shop-window for their products. The industry, as a whole, must now realize that there is a separate public for all things connected with high-performance cars, and that there is a sufficiently large number of enthusiasts to justify an annual exhibition.

OUR COVER PICTURE

APPROACHING Monte Carlo at the end of the 1959 Monte Carlo Rally are Pat Moss and Ann Wisdom (Austin A40), winners of the Coupe des Dames.



On the road in Swedish Lapland some of the test cars meet typical Arctic weather. In conditions like these, starting was easier and warm-up more rapid with BP 'Visco-static' motor oil.

LAPLAND TEST PROVES EASIER STARTING WITH BP ENERGOL 'VISCO-STATIC'*

the oil that's proved to give 80% less piston ring wear

ARCTIC SWEDEN – home of reindeer and Laplanders – this was where BP scientists chose to carry out cold performance tests with fuels and motor oils.

Here in the intense cold of the Arctic, engineers made many tests on a number of different cars. In every case where BP 'Visco-static' motor oil was used, tests proved quicker warm-up compared with a winter grade ordinary oil SAE 20. They found too that starting in the intense cold, which went as low as minus 10 degrees Fahrenheit, was consistently easier with BP 'Visco-static'.

Flows freely even in intense cold

Even in freezing cold, BP 'Visco-static' remains free-flowing. So your engine is free to turn over more easily. This means easier, quicker starting and less strain on your battery.

From the moment your engine starts it runs more easily, takes less time to warm up and gives better performance. You save petrol too because less power is lost in oil drag with BP 'Visco-static'.

80% less wear in tests

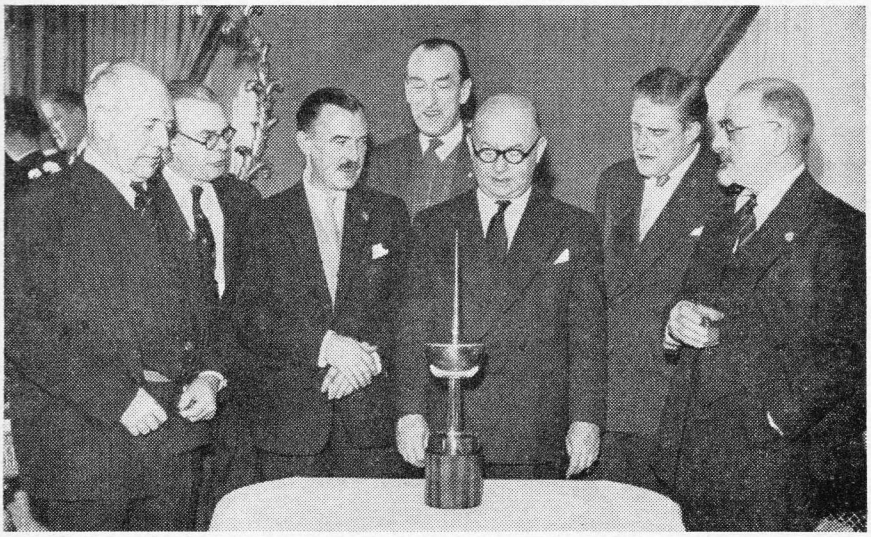
Because it flows more freely in cold weather BP 'Visco-static' prevents the heavy wear that usually occurs immediately after cold starting. Tests in the laboratory and on the road with the amazing radio-active wear detector showed 80% less wear on piston rings compared with ordinary oils.

Change now

With BP 'Visco-static' your car starts more easily, gives better performance and will last longer. So change now. But remember for best results you should make a complete change – have your old oil drained away and replaced with BP 'Visco-static'.

*'VISCO-STATIC' IS A TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED

BP



NEW Ferodo Gold Trophy, replacing the one won outright by Tony Vandervell, is admired by the Award Panel. Left to right are Earl Howe, Desmond Scannell, Gregor Grant, John Eason Gibson, John Morgan, the Hon. Gerald Lascelles and Sammy Davis.

SPORTS NEWS

NEW B.R.M. TEAM MANAGER?

AUTOSPORT learns that there is a probability that the new B.R.M. racing manager will be Bertie Bradnack of Walsall, a competitor of great experience in all types of racing. Bradnack started racing pre-war in sprints such as Shelsley and also in sand-racing events; he was prominent in post-war hill-climbs and races with a twin supercharged Frazer-Nash and, despite his bulk, F3 Coopers. These were followed by a supercharged Cooper-J.A.P. prepared by the late Ken Wharton.

Bradnack is built on even more generous proportions than Neubauer of Mercedes and should his appointment to run the racing side of B.R.M. be confirmed there could not be a more popular choice. Bertie, although appearing easy-going in many ways, is thoroughly dedicated to the sport of motor racing and is determined that, should his association with B.R.M. be a permanent one, there can only be one object and that is for the Alfred Owen cars to win every race in which they take part. Bradnack will accompany the B.R.M. team to the Argentine for the first World Championship *Grand Epreuve*. Raymond Mays has been appointed racing director of B.R.M. but it is pointed out that for racing the team manager will have the ultimate say.

Two cars will go to the Argentine G.P. and the *Formule Libre* race at Cordoba. Drivers in the G.P. will be Joakim Bonnier and either Phil Hill or Dan Gurney, while driving with Bonnier in the *Formule Libre* race will be whichever of the American pair is not driving at Buenos Aires. The cars will feature modified fuel and cooling systems.

JOHN SPRINZEL will co-drive a SAAB with Gunnar Carlsson on the Monte Carlo Rally. They will start from Oslo.

GRAHAM WHITEHEAD has sold his Aston Martin to Capt. Paul Hyatt, of Maryland, U.S.A.

ANNUAL general meeting of the Monoposto Register takes place on 27th January at the "Mason's Arms", Maddox Street, W.1, at 7.30 p.m.

RECEIVING the Ferodo Gold Trophy from Mr. G. S. Sutcliffe (Chairman, Ferodo, Ltd.) on behalf of Coventry-Climax is Mr. Leonard Lee. On the right is Donald Campbell.



BERTIE BRADNACK

MOSS (MASERATI) FOR SEBRING

LUCKY CASNER announces that the Camoradi U.S.A. team (unofficially Maserati) for Sebring will comprise three 2.8-litre Maseratis with Ugolini as team manager and Bertocchi as chief mechanic. Drivers are Stirling Moss/Dan Gurney, Carroll Shelby/Masten Gregory, and Rodger Ward/George Constantine.

Shelby and Gregory will drive 2.8-litre Maseratis for Camoradi in all World Championship events. The team has acquired no less than five of the latest 2.8-litre sports-racing cars, one of which is earmarked for Moss to drive in Cuba. Camoradi has also purchased the ex-Behra F2 Porsche which will also be sent to Argentina—driver yet to be nominated. It is the intention of the American équipe to enter a team of three cars at Le Mans and also in the 1,000 Kilometres of Nürburgring. The aim eventually will be to acquire F1 cars for the 1961 season and negotiations are proceeding at the moment with a prominent European manufacturer. Camoradi will also be represented in all the leading races in the United States.

WEBBAIR-B.A.R.C. FLIGHTS

JOHN WEBB AIR SERVICES, LTD., have announced the operation of low-fare Webbair-B.A.R.C. flights from Coventry and London to the Geneva Motor Show and from London to the Syracuse F2 Grand Prix.

The Geneva flight will take place over the first week-end of the Motor Show, leaving Coventry Airport at 8 a.m. and Gatwick Airport at 9 a.m. on Saturday, 12th March, and returning on the evening of Sunday, 13th March. It is intended to enable members of the motor industry, not normally able to visit the show, to travel to Geneva cheaply.

The aircraft used will be a DC-3 of Derby Aviation and the return fare, inclusive of admission to the Show, 21 gns. from Coventry and 19 gns. from London (Gatwick).

The date of the Syracuse G.P. has now been changed to 19th March and, in consequence, the Webbair-B.A.R.C. flight will leave Gatwick at 11 a.m. on 16th March and return by 8 p.m. on 20th March.

CHARLES MEISL has been appointed sole concessionaire and Leslie Ballamy sole distributor in this country for Cibié lamps.





PROFILE — ALAN STACEY

BY CHRISTOPHER NIXON

IN five short years Alan Stacey has progressed from club racing in a Mk. 6 Lotus to Grand Prix racing in the Lotus works team. His short career cannot be said to have been packed with sensational successes, but nevertheless his undoubted ability has steadily brought him up amongst the boys and this year he will be partaking in a full season of Formula 1 racing with the Lotus team.

Alan was born 26 years ago at Chelmsford, Essex. He attended King Edward VI Grammar School and then went on to serve a five-year apprenticeship with de Havillands, eventually gaining his Higher National Certificate in his final year there.

In 1955, when he had been with de Havillands for about three years, he decided to try his hand at motor racing. To this end he purchased a Mk. 6 Lotus, and entered a few club events. Although the Mk. 6 was a bit out-dated, he managed to win about five races that season. One of his best drives was at his first big race, a 100-mile event at Snetterton, where he was faced with stiff opposition in the form of works Coopers and Lotuses.

During the race it poured with rain, and cars were spinning off left, right and centre. Alan managed to stay on the road though and finally ended up by winning his class and coming second overall behind Roy Salvadori!

Highly delighted at this he decided to try his hand at something a little more potent next season. So he bought a Mk. XI—which he promptly piled up at Snetterton. Chastened but not dismayed, he rectified the damage and began racing again and at the end of the season he had achieved about seven wins.

Meanwhile, Colin Chapman had been keeping an eye on him and at the end of the season he asked Alan to drive for him in 1957. This was a very acceptable proposition, for up to now Alan had been racing only in his spare time, when he could get away from de Havillands. But now his apprenticeship was over and he was free to do as he pleased. So he signed up with Lotus for sports car events.

His first works drive was at Oulton Park. The mechanics spent the night before practice putting the car together but it was to no avail, for Alan took it out the next day and promptly spun off and bent it!

It seems to be the done thing to crash the car in one's first works drive for Lotus. Alan had a shunt and Cliff Allison turned his car over during his first drive. Colin Chapman must be a very forgiving fellow!

Having got off to a flying start Alan went on to collect a good number of wins and placings at Goodwood, Silverstone, Aintree, Crystal Palace, Roskilde and elsewhere.

In 1958 he again drove the 1,100 c.c. Lotus. He was offered some Formula 2 drives but for various reasons these didn't materialize. By now the 1,100 c.c. sports car had been pretty well sorted out. Alan scored a second in class at the British Empire Trophy, having led for some distance until the engine boiled, forcing him to slow down, then came the sports car race at the Aintree 200 meeting. He actually led for some distance but shortly before the end the water pump packed up and the engine seized.

The up to 1,500 c.c. sports car race at the Silverstone *Daily Express* meeting in May that year, was, at one and the same time, Alan's best and most disappointing race. He, of course, was driving the 1,100 c.c. car and at the Le Mans type start he leapt into the Lotus, pressed the starter—and nothing happened! The starter had jammed and it took 75 seconds to get the car going.

Alan was furious. "I went ploughing through the first corner in a hairy slide. This sobered me up and I realized that if I didn't watch out I'd find myself in hospital. So I settled down and began to drive properly. The Lotus went like a bomb and we went through the field like a dose of salts." Graham Hill in a 1½-litre Lotus finally won the race, but Alan passed him as they crossed the line, .02 of a second behind him. So he was second overall, first in class, and he also set up a new fastest lap for 1,100 c.c. cars, in 1 min. 48.8 secs. This was an astonishing four m.p.h. faster than the previous record!

After Silverstone came a couple more wins at Brands Hatch and Crystal Palace and then he went to Le Mans, where he drove a 750 Lotus with Tom Dickson. They finally finished last, after a series of mishaps. Poor Dickson embedding the car in a sandbank and spending a couple of hours digging it out again.

A race he really enjoyed came shortly after Le Mans, and this was the three-hour sports car race at Rouen. "It was a nice long race, you had plenty of time to settle down to some serious motoring. Also there were various pit stops, which always make a race more interesting."

Driving an 1,100 c.c. Lotus, he eventually came in a fine third overall, behind Jean Behra (Porsche) and Graham Hill (1500 Lotus). He also won his class and set up a new class lap record.

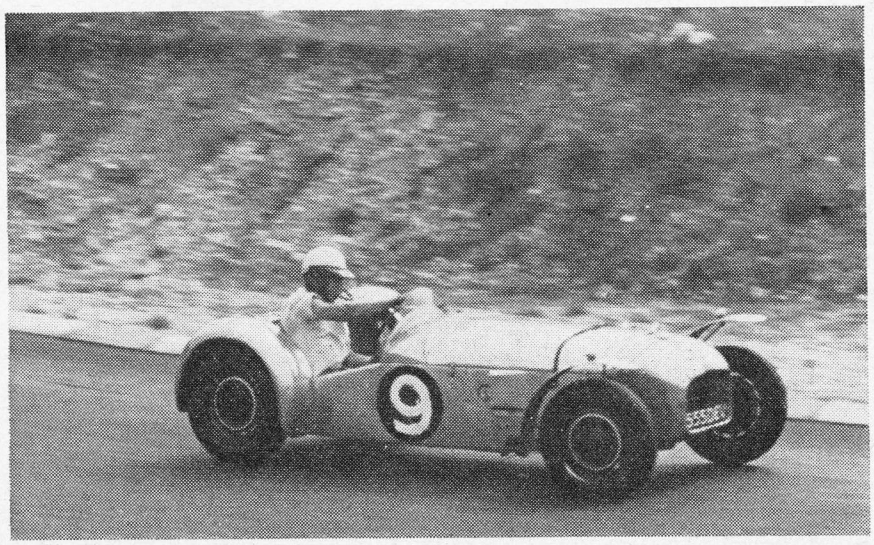
Back in England Alan went to Silverstone where the British G.P. was being held. In the sports car race there he won his class easily and came a fine fifth overall. Two more Brands Hatch races followed, and two more wins and then he went to Goodwood for the Tourist Trophy where he drove an 1,100 c.c. Lotus with Keith Hall. They did very well for a while, at one time being in fifth place, but then the little car was plagued with battery troubles and they finally finished 17th.

All in all, it had been a very good season, for Alan collected no less than 16 wins, not to mention the numerous seconds and thirds!

A racing driver's life is full of incidents, amusing and otherwise. The funny ones are quite likely to involve shunts of one sort or another which may be rather serious at the time but afterwards become a source of amusement.

In 1958 Alan and Peter Ashdown went to Sweden, representing Team Lotus, for a number of races over there. Having finished one, two in a race at Karlskoga, they set off for Roskilde, or rather Alan did. He was put in charge of the two cars, one of which was carried in a transporter, the other being towed behind on a trailer.

So there was Alan, driving the transporter, complete with the victor's laurels



USING the straight-arm driving technique, Alan accelerates the Mk. VI Lotus out of Bottom Bend at Brands Hatch.

IN 1956 Alan bought a Mk. XI Lotus which he raced with considerable success. This led to his invitation to join Team Lotus.



on the front, along the main road to Roskilde. It was a raised dirt road and the traffic was very heavy. Eventually came the inevitable jam, and he brought the transporter to a halt.

Seeing the wreath on the front and realizing that this was a racing car transporter, a policeman beckoned Alan to pull out and pass the traffic. So he swung out and went over the kerb and then one wheel went over the edge. There was nothing to do but press on and hope he could pull the thing back on to the road.

This brilliant idea was doomed to failure, however. The transporter just went further and further down the side of the road, until it was leaning over at an angle of about 30 degrees. Finally, of course, it just rolled down the incline, hit the bottom and turned over, trailer and all!

Alan, unhurt, and more embarrassed than anything else, opened the door and climbed out. By a great stroke of good fortune, Denis Jenkinson happened to pass by the spot at that moment. He stopped to see what all the fuss was about and this enabled Alan to get a lift back to Karlskoga, where he phoned up Pete Ashdown at Roskilde to tell him that he'd turned the whole thing upside down.

What Peter said in reply to this isn't on record, but anyway the transporter and trailer were eventually righted and hauled back on to the road. But not before the local press had got their story, and sure enough, the next day, a picture of the crash appeared in the paper with a suitable caption, to the effect that the British drivers were undoubtedly very fast on the race track, but when it came to driving slowly and staying on the road they were not so hot!

A very easy going individual, Alan immediately impresses one with his quiet charm and good sense of humour. He is well-built and dark-skinned—the sort of person who seems to have a perpetual sun-tan.

Although he is no gourmet, he likes to eat well. He never puts on weight so he can eat as much as he wants without worrying. He smokes the occasional cigarette and drinks alcohol very rarely, normally preferring to sip a glass of bitter lemon.

To keep his hand in during the winter he recently bought himself a trials motor-cycle, a 197 c.c. James. "I thought it would be dead easy. I entered a couple of trials thinking that I should soon get the hang of things and then start winning. I was very wrong. These trials boys are fantastically clever and some of the feats they perform are almost unbelievable, yet they make them seem so easy a child could do them. It's only when you try it yourself that you realize just how much skill is needed. I'm not much good and I fall off every now and again, but I enjoy myself immensely."

Another of Alan's hobbies is motor boating. He has a Graham Bunn speed boat called "Mischievous Miss". This is powered by a 40 h.p. Mercury engine, which gives it a top speed of about 38 m.p.h. He is also a very keen cine-photographer and takes his camera with him to most race meetings.

He thinks the 1961 Formula is bad because, as he sees it, the small cars will not need the skill to drive them that the present day ones do, and therefore, motor racing will be reduced from the extremely fine art it is, to a level whereby almost anybody with an average amount of ability will be able to win a G.P. "I think, really, that to sort out the men from the boys we need high-powered cars. There are very few men who can control a very powerful machine, but the 1961 Formula cars, with all that extra weight and a lot less power than we have now, will surely be much, much easier to drive. This, I feel, will reduce Grand Prix racing to a game almost anybody can play, instead of an extremely difficult art that only a few can master. The only thing in its favour is that it might produce closer racing, but I cannot for the life of me see how it is going to make the sport safer."

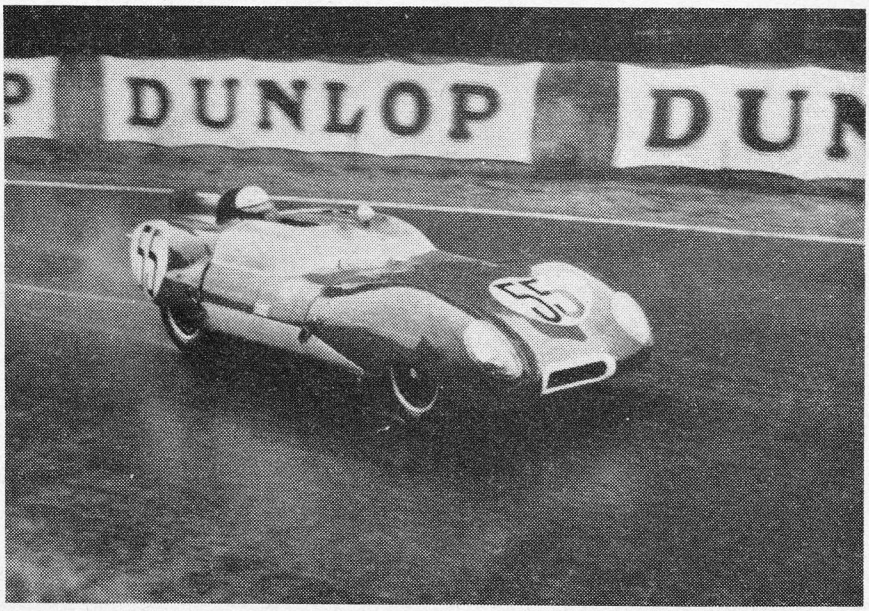
He feels too that the World Championship is not decided in the most satisfactory way. "Surely, the Champion should be the man who wins the most *Grandes Épreuves*. If, at the end of the season two drivers have won, say, three events each, then the man who has gained most second places is the champion."

For 1960 Alan will be in the works Lotus team, driving in Formula 1 and 2 events. Last season was an appalling one for the small Cheshunt concern and no doubt Colin Chapman is determined to do well this year. His creations have brought motor racing within the reach of many people who could not otherwise have afforded it, and for this alone, apart from the many International victories scored by his cars, British enthusiasts owe him a considerable debt, and we can only hope that this year his cars will go as well as they should.

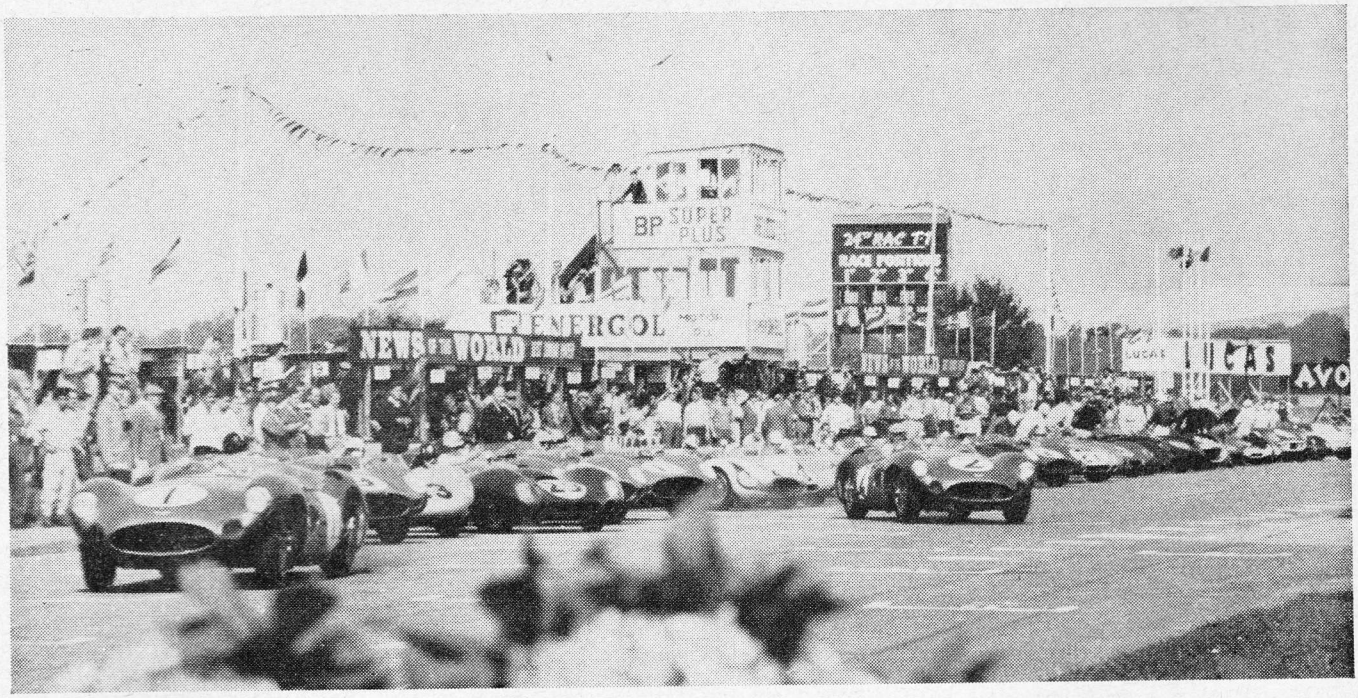
Alan is of the opinion that the new rear-engined cars will be very good, and he is looking forward to their first try-out in the Argentine shortly. For Alan himself, this is his first full season of Formula 1 racing and at the end of the season it will be interesting to see how he has fared. He will be well worth watching this season, I feel sure.

No. 13 of a series.

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DRIVING with Tom Dickson, Alan finished last in the 1958 Le Mans race. Their little 750 c.c. Lotus embedded itself in a sandbank a couple of times.



Seasonal Survey—Part Four

Sports Car Racing

BY CHRISTOPHER NIXON

THE year 1959 was one to remember, for it was a year in which British Formula 1 and Sports Cars reigned supreme. Never before has this country been so completely dominant in the sphere of motor racing. John Cooper's cars, bearing his own name, won the Formula 1 and Formula 2 Constructors' Championships, and David Brown's Aston Martins brought the Sports Car Championship to Britain for the first time. The achievements of these two manufacturers have had a fantastic and undeniable effect on the sales of British goods.

* * *

AT the beginning of the 1959 season, the sports car racing outlook, from the British viewpoint, was not a very happy one. No new Jaguar team was forthcoming, in spite of the many rumours of the Coventry firm's secret "E-type" machine. Ecurie Ecosse, with the outdated D-type Jaguar, and the Lister- and Tojeiro-Jaguars, could not be regarded as a Championship winning prospect, and Aston Martin announced, for some reason, that they were not interested in the title, and were going to channel their efforts into an all-out bid to win Le Mans. Listers, although they brought out a new car, were no real threat, because the 3-litre Jaguar engine was by no means a race-winning proposition.

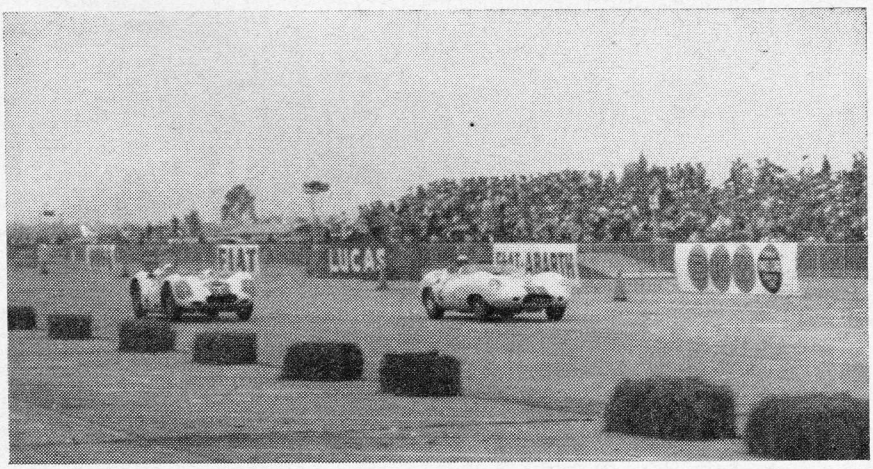
Ferrari, on the other hand, was preparing new cars now equipped with Dunlop disc brakes, and, on the face of it, it looked as though the Championship would stay in Italy for yet another year, although it was felt that Porsche, whose phenomenally fast cars get faster every season, might produce a few shocks for the Maranello concern.

The latter did a lot of testing with their new 3-litre machines at Modena and Aston Martin sent a car to Monza to try the new gearbox, but they were plagued with appalling weather conditions which forced them to pack up and come home. Both factories sent cars to Le Mans for trials. The Ferraris proved incredibly fast and the Astons rather slow, which merely strengthened the opinion that the Championship would be a Ferrari walk-over.

Round One—Sebring

The Argentine races were cancelled for 1959 so the season opened with the 12 Hours race at Sebring, Florida. The circuit, just over five miles long, is on a disused airfield right out in the sticks, and nobody likes it very much, if at all. Not all of the track is metalled, a lot of it being concrete, and the circuit itself is defined by rubber markers. This makes it difficult to select braking and cut-off points, and if you want to make a fast time in practice, you just cut off a corner by nipping through the markers! Altogether it is a rather unsatisfactory arrangement, and it is indeed strange that this track is used for America's Sports Car Championship and Grand Prix events, when there are so many better circuits to choose from.

Scuderia Ferrari sent three cars, to be driven by Phil Hill/Olivier Gendebien, Jean Behra/Cliff Allison and Chuck



THE BEGINNING (above). Stirling Moss (Aston Martin) gets away first at the start of the Tourist Trophy—the Championship decider. Photo: Michael Cooper.

GOOD TRY (left). The Listers made a fine effort at Sebring but failed to stay amongst the leaders. Photo: Ozzie Lyons.



A BRILLIANT VICTORY was scored by Porsche in the Targa Florio, where all the Ferraris retired, but not before they had been passed by the German cars. *Photo: Edward Eves.*

Daigh/Dan Gurney. Porsche, too, were there in force, their line-up being von Trips/Bonnier, von Hanstein/de Beaufort, and Maglioli/Herrmann. Both these teams were backed up by a large number of private entrants.

British competition came mainly from Briggs Cunningham's Lister-Jaguars. Cunningham had no less than nine drivers to choose from, his team comprising Moss, Bueb, Hansgen, Crawford, Thompson, Underwood, Boss, Forno and Briggs himself! Almost at the last minute Feltham decided to send one car, the which they put in the capable hands of Roy Salvadori and Carroll Shelby.

Practice was held in appalling weather and the lap times suffered accordingly, and so they were not much for the forecasters to go on.

Race day was overcast but dry and at the drop of the flag Roy Salvadori led the rush for the cars and was first away in the Aston. A couple of laps later he was passed by Gurney, and then Behra started to motor to some effect and passed them both.

The battle was fast and furious, with Salvadori, Gurney, Hansgen, Pedro Rodriguez (Ferrari), Gendebien and von Trips being the main contenders. After two hours the order was Behra, Gendebien, Gurney, von Trips, Bueb, Hansgen, Sesslar and Fitch (Porsches). The lone Aston Martin was forced out when the gear lever came adrift in Shelby's hand. Moss took over from Bueb and Hill replaced Gendebien. Allison went out with Behra's Ferrari after a series of pit stops, the car now in third place.

With just over three hours' racing behind them, Hill and Gendebien were forced out when the differential packed up. This left the Gurney/Daigh Ferrari in the lead, which pleased the American crowd no litttle.

Moss in the Lister now began his attack and to their considerable discomfiture he moved up on the Ferraris and passed them.

Rain began to fall shortly after the sixth hour and Stirling made full use of it, gaining considerably on the red cars. To try to remedy this Tavoni called in the Daigh/Gurney Ferrari and Hill and Gendebien took it over. Then Moss went missing—the Lister had run out of fuel. Stirling got a lift back to the pits but, naturally, this was "agin the rules" and the car was disqualified.

With the Lister's exit from the race, all hopes of a British victory evaporated. Ferraris were one, two, the Behra/Allison car leading. But the most fantastic thing of all was that Porsches held the next six positions!

The pouring rain made conditions very bad indeed but Hill, who is a very fine wet-weather driver indeed, moved up and passed the other Ferrari into the lead, where he stayed to the end.

Moss had taken over the Cunningham/Underwood car, but he was way behind the leaders. The race now became rather a procession, with the two Ferraris some four laps ahead of the first Porsche. So the event ran out as a convincing win for the Prancing Horse. Porsche covered themselves with glory, finishing third, fourth, fifth, seventh and tenth, and it was left to the little 'uns to uphold Britain's honour, the Sprites finishing one, two, three in their class, and the M.G.As, A.C.s and Elvas also appeared high up in their respective classes, the last-named coming first and second in the 1,100 c.c. sports car class.

So Ferrari left Florida with eight points in the bag, Porsche four, and Aston Martin and Lister-Jaguar none. The Italians had got off to a fine start indeed, but they could never have foreseen the shattering defeat they were to suffer, at the hands of Porsche, in Sicily two months later.

Round Two—The Targa Florio

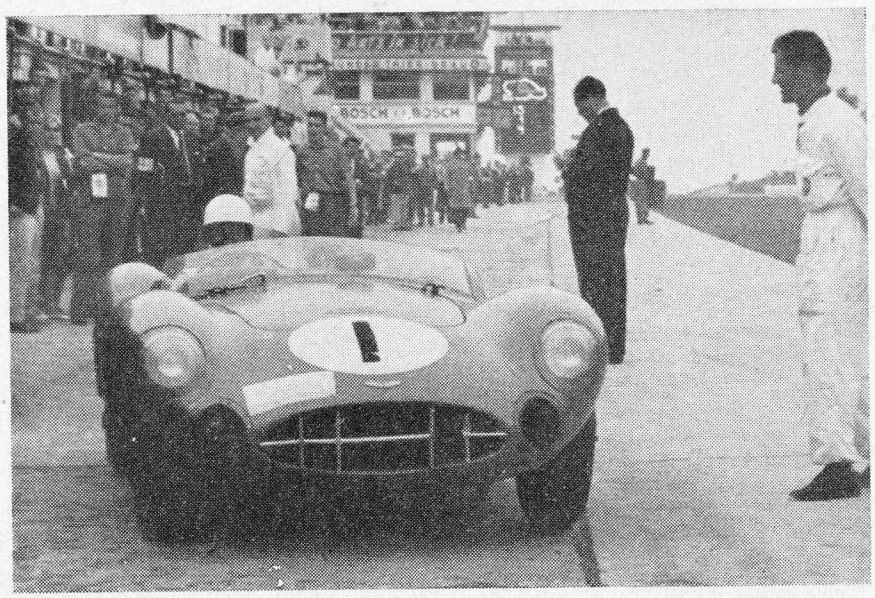
The classic Targa Florio event is the oldest motor race in the world—and just about the most destructive. Run over a 45-mile circuit in Sicily, it was first staged 52 years ago and, apart from the odd war now and then, it has taken place every year since its inception. The circuit itself is a savage one, twisting and turning up and down the Sicilian mountains. The surface is rough and distinctly inconsistent, and a more difficult test for car and driver would be hard to find.

There is no marshalling whatever and as for official practice—well, there just isn't such a thing. The roads are only closed on race day, with the result that in training drivers have to find their way round, over, or under hay carts, chickens, mules, cyclists, pedestrians and almost anything you may care to name. There are more phenomenal avoidances per mile at race time in Sicily than anwyhere else in the world.

From the outset it was obvious that the race was going to be between the Ferrari and Porsche teams. The German cars, small and nippy, were a much better race-winning proposition on this circuit, for the large Ferraris, with their immensely powerful engines, were undoubtedly going to be a handful.

Neither Aston Martin, Ecurie Ecosse nor Lister sent any cars, the only British machine in the race being the little Sprite of Tommy Wisdom and Bernard Cahier. Ferrari entered three machines, the drivers being Allison/Gurney, Gendebien/Hill and Behra/Brooks. Porsche sent three cars also, two R.S.K.s (Maglioli/Herrmann and von Trips/Bonnier) and a Carrera (Pucci/von Hanstein).

The Ferrari team was full of confidence—but not for long! At the end of the first lap Gurney and Behra were leading but the phenomenal Porsches were in the next five places. The first blow for Ferrari came when, having completed just over one lap, Gendebien retired with a defunct rear axle. Next to go was the 2-litre car of Cabianca and Scarlatti. They, too, had back axle trouble.



MAGNIFICENT MOSS. In the Nürburgring 1,000 kms. race Stirling Moss drove the race of his life to give Aston Martin their third victory running in this event. *Photo: Francis Penn.*



OUT OF LUCK. The Ecurie Ecosse team had an appalling season, winning not one race of any importance. Let's hope they do better this year.
Photo: Michael Cooper.

On lap three Joe Bonnier, driving brilliantly, moved ahead of the two red cars, and a lap later Barth, too, passed them. Porsche first and second, Ferrari third and fourth!

The next time round Gurney was out —again it was the rear axle. But this was not to be the last misfortune to befall Scuderia Ferrari, for Behra hit a patch of oil and turned over, landing upside down in a ditch. He crawled out, summoned some peasants and turned the car over on its wheels again.

It was a very battered Ferrari that returned to the pits. Behra hopped out, none the worse for his shunt, and it suddenly dawned on Tony Brooks that it was up to him to try to get this battered hulk up amongst the leaders again. He gamely got in the car and set off, but the steering had been damaged and he, thankfully, no doubt, retired.

This left Porsches in the first four places and the race lost most of its interest. The leader, Taffy von Trips, was ahead by the incredible margin of almost a quarter of an hour. Then trouble struck the German team, for Maglioli's gearbox packed up and that was that. But there was yet another shock in store for Porsche. With only half a lap to go, von Trips's gearbox packed up too. This indeed was a cruel stroke of fate.

So the Barth/Seidel car moved into the lead, followed by the Linge/Scaglierini RS machine, the Pucci/von Hanstein Carrera and the similar car of Strahle/Marle/Linge. It was a truly convincing win for the Stuttgart concern, and it put them in the lead for the Championship with 12 points, four more than Ferrari. It had been the red machines at Sebring, the silver ones at Sicily, and there was no denying that they were fine performances. But both these victories were to be completely overshadowed by a British win a fortnight later.

Round Three—The Nürburgring

From the sun-drenched island of Sicily the eyes of the enthusiast moved to the pine-clad mountains of Germany, where, on the fabulous Nürburgring, the 1,000 Kilometres race was to be held. This is probably the finest circuit in the world, running for 14½ miles through the Eifel mountains. It was built in the 1920s, mainly to alleviate Germany's serious unemployment problem at the time, and was first used in 1927. Since that time it has seen some fabulous motor cars and some fabulous drivers, and on a June day in 1959 it was to witness one of the most brilliant drives in the history of motor racing.

Cars and drivers began to pour into Germany a week before the race, for it is a very popular event which always draws a large field, and before one can begin to turn in fast laps one must practise, practise and practise, for there are over 180 corners to remember.

The Ferrari team arrived with three 3-litre cars and a very powerful line-up of drivers, namely: Brooks, Behra, Hill, Gendebien, Allison and Gurney. Porsche, too, were there in force, their team comprising von Trips/Bonnier, Maglioli/Herrmann and Barth/de Beaufort.

At one stage it seemed as though no Aston Martins would appear, but happily Feltham sent one car over, to be driven by Stirling Moss and Jack Fairman. Astons had won this race twice already and they were out for the hat-trick. Ecurie Ecosse brought two cars, a Lister-Jaguar for Masten Gregory and Innes Ireland and a Tojeiro-Jaguar for Ron Flockhart and Jock Lawrence, while the single Aston was backed up by Graham Whitehead and Brian Naylor in the former's DBR1.

Practice was held under almost ideal conditions and at the end of the first day four drivers had lapped in under 10 minutes. Moss did 9 mins. 43.1 secs., Behra 9 mins. 55.2 secs., Barth 9 mins. 58.1 secs., but the most incredible performance of all was that of von Trips, who took the little Porsche round in 9 mins. 40.5 secs.!

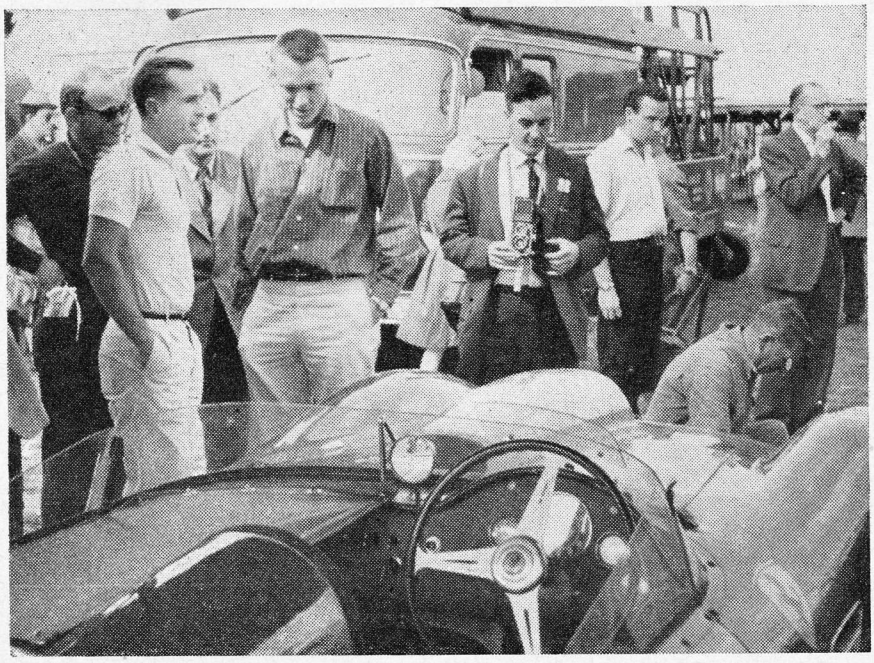
The next day Moss, content with his times, did not practice, but Behra got down to 9 mins. 37 secs., Hill did 9 mins. 44.2 secs. and the new boy, Gurney, did a shattering 9 mins. 40.7 secs.

Straight into the lead at 9 a.m. the next day went Moss, to begin what was perhaps the finest drive of his career. At the end of the opening lap he came rocketing past the pits some 15 seconds ahead of the next man, Gurney. Then came Hill, Whitehead, Herrmann, Barth and Brooks. In 11th place came the fantastic little Lola, in the hands of Peter Ashdown.

For seven laps the order of the first six remained unchanged, and Moss was already over a minute ahead of Gurney. The Lister-Jaguar dropped out with a broken rear suspension and Fletcher's M.G.A broke a half-shaft.

With 10 laps gone, Stirling led by over 90 seconds. Gurney and Hill were still third and fourth, and Whitehead, being rapidly caught by Herrmann, fifth. Two laps later Gurney brought the Ferrari in and handed over to Allison.

Stirling was driving the race of his life, and the lap record, as a result, was shattered time and time again, until he got down to an incredible 9 mins. 32 secs.



"WILL WE DO IT?" Phil Hill and Dan Gurney discuss Ferrari's Championship chances. Behind Phil is Jesse Alexander, of Sports Cars Illustrated.
Photo: Michael Cooper.



WORLD CHAMPION. The Aston Martin DBR1, sleek, powerful, and every inch a thoroughbred—this is the car that brought the Sports Car Championship to Britain for the first time.
Photo: Michael Cooper.

The second Ecurie Ecosse car was the next casualty, Flockhart having a shunt when trying to avoid another car. Whitehead came in and Naylor took over the Aston. Then both Hill and Brooks came in at the same time. The Ferraris were refuelled and re-shod and left the pits in the hands of Gendebien and Behra. Then Naylor pulled in to retire. The Aston's gear-lever had broken off!

Meanwhile Moss was pressing on relentlessly, lapping in well under 10 mins. 40 secs. and when, after 17 laps, he handed the car over to Jack Fairman he had a five and a half minute lead. The three Ferraris set after Jack and began closing the gap. On lap 22 the lead had been cut down to 4 mins. 10 secs. and Maglioli had overtaken Allison!

Then came drama. About to pass a slower car into a bend, Fairman had to take hasty avoiding action when it moved smartly across his bows. The Aston ended up in a ditch and the Ferraris of Gendebien and Allison fled past. Jack heaved the Aston bodily back on to the road and returned to the pits. The car was checked and found to be O.K. Stirling hopped in and set off in pursuit of the Ferraris.

Driving as only he knows how, he carved great hunks off the red cars' lead. He passed Maglioli to take third place. One down and two to go. This was Moss at his brilliant best, with the odds stacked high against him. He rocketed through the forest, chop-drifting the Aston mercilessly through the corners, using the car's superb road-holding to the utmost. Relentlessly he drew nearer to the Ferraris and by lap 25 he was only 47.8 secs. behind. A lap later it was 22 seconds. Behra, fully aware of the danger, passed Gendebien into the lead in a desperate bid to keep Moss at bay. On lap 27 Stirling was only 17 seconds behind him and on the next tour he overtook Gendebien and swept past the pits only 11½ seconds behind the leader.

On lap 29 both Ferraris came hurtling into the pits as Moss went through into the lead. Each Ferrari was refuelled, had four new tyres put on, and Brooks and Hill went away to do what they could about Moss. The two pit stops had lasted a sensational 65 seconds.

Stirling now led by 2½ minutes from Hill and Brooks. Gurney, in spite of a slipping clutch, was fourth.

At the end of the 33rd lap Stirling came in and handed over to Fairman. Gurney was replaced by Allison, letting the Maglioli/Herrmann Porsche into fourth spot.

Fairman did only two laps and as he came in once more Phil Hill went into the lead. The Aston pit stop lasted seven seconds—Fairman out, Moss in—just like that, and once again Stirling set off to regain the lead.

Hill came round at the end of the 36th lap 12 seconds ahead of Stirling. But it couldn't last. The boy was in the groove and the Aston was going as never before, the snarl of its exhaust—echoing through the trees and bushes—seeming to indicate that it was well aware of the situation and was going to grind the Ferraris into the dust.

One lap later and Stirling had pulled back seven seconds and at the end of the 38th lap he was a mere 2½ seconds behind. The race was as good as won. At the North turn Hill swung wide in the Ferrari—and Stirling hurtled past.

Six laps later it was all over. Moss and the Aston crossed the line 41 seconds ahead of the Ferrari, and Aston Martins had won the 1,000 Kilometres race for the third time hand running, an achievement that must surely equal, if not surpass, those of Jaguar at Le Mans.

Round Four—Le Mans

Having suffered two defeats in a row, Ferrari moved in on Le Mans with a vengeance. They brought four cars, three 3-litres and a 2-litre. Porsche, leading the Championship at this stage, arrived with three cars, intent on more giant killing. Up to now they had always done well at the Sarthe and they felt that this time they could achieve an outright win. Aston Martin, having stated that they were making an all-out bid for victory, turned up with three DBR1s and an impressive team of drivers. Ecurie Ecosse brought a D-type and a Tojeiro-Jaguar, and Lotus had a 2½ and two 750 c.c. machines.

Le Mans is a small town which comes to life but once a year, when the motor racing world descends upon it for the 24-hour race. The circuit itself could hardly be more different from the 'Ring, being for the most part straight and flat, and very fast. But 24 hours on this circuit are probably just as testing for a car as seven hours on the tortuous German track. Any car that finishes at Le Mans is a very fine car, to put it mildly.

Right from the start of practice, the Ferraris began to go very fast indeed, da Silva Ramos lapping in 4 mins. 8.7 secs. on the first day! Moss did 4 mins. 10.8 secs. with the Aston and the Hansgen/Blond Lister did a very creditable 4 mins. 12.2 secs.

The next day Ferrari piled on the pressure, Gurney doing 4 mins. 3.3 secs. and Behra 4 mins. 3.6 secs. Gendebien was also very fast, lapping in 4 mins. 5 secs. Both Ireland and Gregory got the D-type round on about the 4 mins. 10 secs. mark, a very fine effort for what is now an obsolete motor car.

What the Ferrari boys hoped to prove by their sensational lap times nobody quite knew. But certainly, in order to achieve these times, a good deal of over-revving was employed, which can't have done the engines any good at all.

The new 2 o.h.c.-engined Triumphs were going very well whilst the 2-litre Cooper-Monaco did a staggering 4 mins. 13.6 secs.

Race day found the Ferraris as favourites but it was obvious that the Astons and Porsches were going to give them some trouble, and the Ecurie Ecosse boys might well surprise the lot of them! The line-ups for these four teams were as follows: **Aston Martin**—Moss/Fairman, Salvadori/Shelby, Frère/Trintignant. **Ferrari** — Behra/Gurney, Hill/Gendebien, Allison/da Silva Ramos. **Porsche** — Herrmann/Maglioli, Barth/Seidel, von Trips/Bonnier. **Ecurie Ecosse** — Gregory/Ireland (D-type), Flockhart/Lawrence (Tojeiro).

Right from the start Moss took on the full might of Ferrari by himself. He shot into the lead, driving more or less to his own orders, and set about luring the red cars to destruction. Behra had made a bad start, and he began to carve his way up through the field, driving at an incredible pace.

Stirling, too, was going very fast indeed. Ferraris hadn't expected this and obviously he couldn't be allowed to build up a big lead, so Behra went after him, and after one hour was in third place. The order was Moss, Gendebien, Behra, Ramos, Ireland, Flockhart, Hill (G.), Salvadori, Trintignant and Bueb.

Behra was going faster and faster, and passed Gendebien during a fantastic 4 mins. 3 secs. lap. He rapidly caught Moss and passed him at Mulsanne. Faster still he went, and down came the lap record to 4 mins. 1.9 secs. This was a terrific performance, but could the red car last the pace?

Driver changes then started. Gurney took over from Behra, Fairman from Moss, Hill from Gendebien, and so on. The 2½-litre Lotus was already out by this time. With five hours gone the order was Behra/Gurney (71 laps), Gregory/Ireland (70 laps), Moss/Fairman (70 laps), Salvadori/Shelby (69 laps), Bueb/Halford (69 laps), Flockhart/Lawrence (69 laps). The Porsches were circulating steadily, the Herrmann/Maglioli 1600 being in ninth place and leading the 2-litre class.



THE PRANCING HORSE is a thirsty beast. Three of the Ferrari team cars line up for fuel before the Tourist Trophy.

Photo: Michael Cooper.

Aston Martin had drawn first blood earlier on when the Allison/da Silva Ramos Ferrari retired after 41 laps. But then things were equalled out when Fairman reported falling oil pressure on the Aston. Moss took over but the car's race was run. A valve had chipped and one cylinder went missing, so that was that. Shortly after this the D-type Jaguar retired, also with valve troubles, so the Salvadori/Shelby Aston moved up into second place behind the leading Ferrari.

After 129 laps this car was forced out with a holed radiator, so Scuderia Ferrari had only one car, that of Phil Hill and Olivier Gendebien, left in the race.

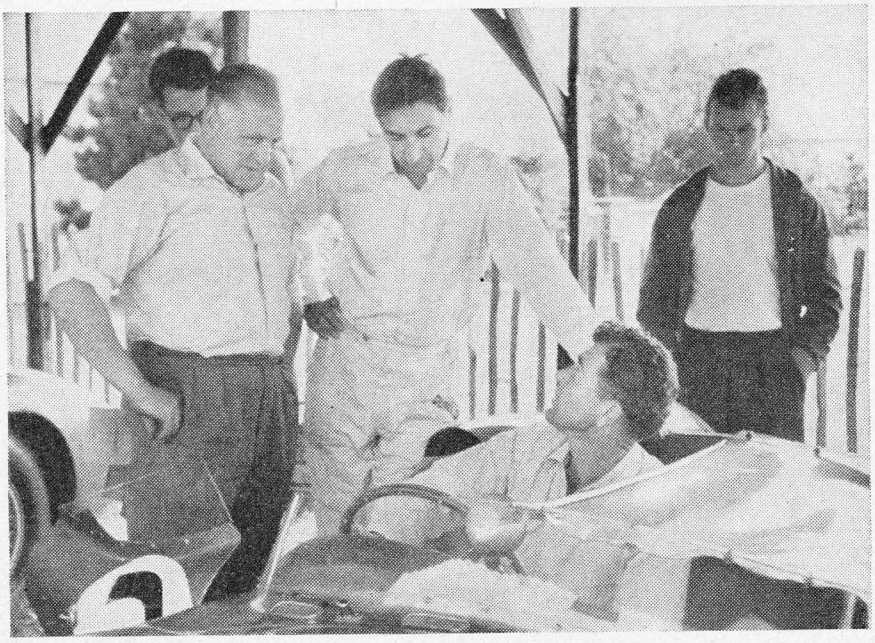
During the night Salvadori's car picked up a bit of metal in a rear tyre. This slowly worked its way into the tread and began stripping it off, with the result that Roy suddenly felt the car start to vibrate madly. Convinced that it was falling apart, he called at the pits. Nothing could be found wrong, however, and he set off again, only to find that the vibration got worse. Eventually, in another pit stop, the tyre was spotted and promptly changed. The Aston then continued on its way, going as well as ever.

At half distance the order was: 1, Hill/Gendebien; 2, Salvadori/Shelby; 3, Trintignant/Frère; 4, Bonnier/von Trips; 5, de Beaufort/Heinz; 6, Barth/Seidel; 7, Hugus/Ericson. Porsches in fourth, fifth, sixth and seventh places! The little German cars were beginning to make their presence felt.

The second Ecurie Ecosse car was retired shortly before 4 a.m. with valve trouble, and the Halford/Bueb Lister-Jaguar was also out.

Suddenly the whole Porsche challenge collapsed. The cars of Bonnier/von Trips and Barth/Seidel retired within a few minutes of each other. Then the de Beaufort/Heinz machine went out too. This was almost unbelievable, for the Porsches are renowned for their utter reliability.

The remaining cars rushed into the oncoming dawn, and the stands began to fill up again. The Ferrari still led. Would Hill and Gendebien be able to repeat their magnificent victory of 1958?



"WHAT'S OUR REV LIMIT?" Carroll Shelby tries the Aston for size as he chats with Reg Parnell and Roy Salvadori in the paddock.

Photo: Michael Cooper.

By 10 a.m. on Sunday it looked as if they might. The next car, the Aston of Roy Salvadori and Carroll Shelby, was three laps behind, so the red car was in no hurry.

Shortly after 11 o'clock the scene began to change. The Ferrari made a pit stop and the mechanics did some hasty work on the engine. Gendebien took it away again but it sounded very rough. Six laps later it was back again and by now Shelby had made up about a lap of the deficit. The Ferrari was in the pits for some time and it eventually left just as Carroll went past his wounded rival to move on to the same lap. Next time round the Aston led and the Ferrari, going very slowly, made for its pit once more. The mechanics lifted the bonnet, shut it almost immediately and pushed the car away. Its race was run.

So with some four hours to go the two Astons found themselves in the lead, about 20 laps ahead of the third car. Now began the real suspense. Could they last the remaining four hours? The lap times were drastically reduced, Salvadori dropping to around the 4 mins. 50 secs. mark. Trintignant, however, was in the groove and for some time continued to lap in about 4 mins. 30-35 secs. Eventually he, too, got the message, and reduced speed, to the intense relief of the Feltham camp.

The hours dragged by. Behind the Aston, and a long way behind, came four privately entered Ferraris, and in seventh position came the Jopp/Stoop TR3S—a magnificent achievement.

Finally 4 o'clock rolled round—and the Astons had made it. For David Brown it was his greatest ambition fulfilled—and for Roy Salvadori and Carroll Shelby it was a big victory long overdue.

The cars were packed up, the weary drivers drove back to their hotels for some sleep, and slowly peace and quiet descended upon the circuit.

Le Mans, 1959, was over.

Round Five—The Tourist Trophy

The last event in the 1959 Championship was the Tourist Trophy—Britain's oldest motor race. The points standings after Le Mans were as follows: Ferrari, 18 pts.; Aston Martin, 16; and Porsche, 15. This being so the title was wide open, and the Tourist Trophy, therefore, was bound to be a battle royal.

Held, as in 1958, on the picturesque but rather monotonous Goodwood circuit, nestled in the Sussex countryside, the 1959 T.T. proved to be a very fine and thoroughly exciting event.

Goodwood is more difficult to learn than it at first may seem. Bearing this in mind, and realizing that only two of his drivers, Brooks and Allison, had ever seen the circuit before, Tavoni

brought his drivers to Goodwood a day before anyone else, and the Italian team immediately set about learning the circuit, Tony Brooks taking Hill and Gurney round in a "hot" Riley 1.5, in order to show them the correct lines through corners.

The next day the rest of the field arrived and practice was begun in earnest. Moss was fastest in the Aston with 1 min. 31.2 secs., then came Brooks (1 min. 32 secs.), Gendebien (1 min. 33.2 secs.), Allison (1 min. 33.4 secs.) and Hill (1 min. 33.6 secs.). Barth went very fast indeed to record 1 min. 33 secs., indicating that Porsche were going to be a great menace to the big Astons and Ferraris.

Friday's practice was not, on the whole, very exciting, most people spending their time checking fuel consumption, etc. What was interesting, though, was the new air-jacking system Aston Martin demonstrated in the afternoon. All four tyres were changed and the car was refuelled in 33.4 secs.

The driver pairings were as follows: **Aston Martin:** Moss/Salvadori, Shelby/Fairman, Frère/Trintignant. **Ferrari:** Brooks/Gurney, Hill/Allison, Gendebien/Cabianca. **Porsche:** Bonnier/von Trips, Barth/Maglioli, Herrmann/Bristow. **Ecurie Ecosse:** Clark/Gregory (Tojeiro-Jaguar), Flockhart/Bekaert (D-type).

From the Le Mans-type start Moss and Shelby went straight into the lead, closely followed by Graham Hill (2-litre Lotus), Graham Whitehead (DBR1) and von Trips. Poor Phil Hill was forced out after two laps when the Ferrari dropped a valve. However, Gurney, after a bad start, began to drive like one possessed and after three laps he was eighth. On lap seven he was fourth and gaining rapidly on Graham Hill, whom he passed a couple of laps later.

After one hour's racing Gurney was called in and Brooks took over, with four new tyres on the Ferrari. He spun at Lavant on his first lap and called in to investigate. It later transpired that a brake pad had fallen out. Shelby made a lightning pit stop and Fairman took over. The Avon tyres were down to the canvas and it was obvious that this race might be won or lost by a tyre change.

Then came a surprise. Gendebien came in, and who should take over the Ferrari but Phil Hill! Moss was next in and Salvadori left after 40 secs. Poor Graham Hill was in trouble with his distributor and remained in the pits for 7 mins.

The order now was Salvadori, von Trips, Fairman and Trintignant. The von Trips car dropped to fifth place after a 1 min. 47 secs. pit stop, but Bonnier soon began to get back amongst the leaders.

Shortly after half past two came the dramatic fire in which the Moss/Salvadori Aston was damaged. It was by no means burnt out, but it was in no condition to continue. Reg Parnell had the situation summed up in a flash and Jack Fairman was brought in and Moss set off to get the number two Aston into the lead.

Dan Gurney then relieved Brooks at the wheel of the Ferrari and proceeded to motor very fast indeed, and Allison replaced Hill in the other car.

At the half-way mark Joe Bonnier led in the Porsche from Moss, Trintignant and Allison. Stirling was catching the Porsche at the rate of two or three seconds per lap and at half past three he passed the little silver car at St. Mary's.

Another pit stop for fuel and tyres put Moss back into second place and the order became Bonnier, Moss, Hill, Trintignant, Maglioli and Brooks.

Masten Gregory replaced Jim Clark in the Tojeiro after a lengthy pit stop, but then had a nasty shunt at Woodcote when the car hit a bank. He was thrown out and suffered a broken arm and leg, the car being completely wrecked.

Shortly before five Hill came in and handed the Ferrari over to Brooks, to the surprise of all present. Tony set off to try to catch von Trips who was now in second place after a pit stop. Stirling was well in the lead with the Aston and, providing it held together, Feltham had the race in the bag.

Behind him, however, a titanic struggle was in progress between von Trips and Brooks. Valuable Championship points were at stake and Tony was going like the clappers in his efforts to catch the flying Porsche. Taffy finally made it by two seconds after as thrilling a chase as we have seen in this country for many a day.

Moss crossed the line to tremendous applause to win the race for Aston Martin and also to clinch the Championship—the first time a British car had won it since its inception. Indeed, the 11th September, 1959, was a day that will long be remembered by British enthusiasts.

* * *

Looking back on the 1959 season of sports car racing it is quite easy to see how and why Aston Martin won the Championship.

To begin with, there was nothing really new about the DBR1, it was a tried and proved design; the Feltham team's organization was second to none and nothing was left to chance; Reg Parnell had gathered together a *team* of drivers, not a bunch of individualists, and this paid hand over fist.

On the other hand, there was a lot of grumbling in the Ferrari team, and it was never a really happy one. The drivers were seldom satisfied with their cars, which, in comparison with the Astons and Porsches, were sadly lacking in roadholding, although more powerful.

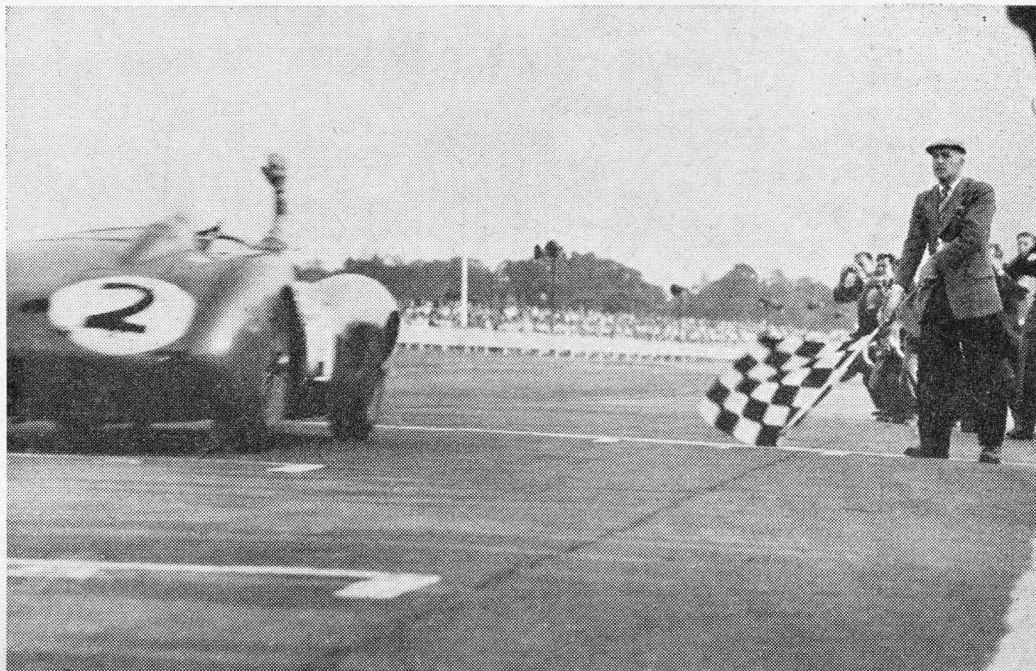
Porsche, in this writer's opinion, could easily have snatched the Championship from Ferrari and Aston Martin, but they suffered a complete débacle at Le Mans, which set them back a bit. The real tragedy, from the German point of view, was surely that Porsche used bolt-on wheels. Had they had knock-ons at Goodwood they *must* have won the race, for their pit stops varied from 1 min. 46.1 secs. to 2 mins. 15 secs. Their tyre wear was much less than that of both the Astons and the Ferraris, so fewer stops were necessary. However, I suppose it is all very well to be wise after the event!

The drive of the year was undoubtedly that of Stirling Moss at the 'Ring. He drove splendidly at Le Mans and Goodwood, too, of course, and there is no doubt that without "The Master" Astons would never have won the Championship. But that drive at the 'Ring will be a subject of conversation for many years to come.

The most pleasing result of the year was surely Roy Salvadori's Le Mans victory. He is one of the most experienced and versatile drivers around, being equally at home on the long straights of the Sarthe or the twisty corners of Brands Hatch, and it was indeed surprising to realize that this was his first really big win.

Dan Gurney was undoubtedly the sensation of the season, for he proved to be incredibly fast on every circuit he drove on, and he is a driver we shall be seeing much more of in the future, I'm sure.

All in all, it was a very fine season, and, so far as British enthusiasts are concerned, it couldn't have had a better ending. Now, sports car racing as we know it is rapidly on the way out—and I for one am sorry to see it go. I don't think the manufacturers will learn as quickly by racing production cars as they did with prototypes. Grand Prix cars with wings they may have been, but they were exciting motor cars with a magic all their own, which for me, at any rate, Grand Touring cars will never replace. Do you remember the fantastic 4.9 Ferraris at Le Mans in 1954 . . .?



THE END. Stirling Moss flashes over the line to win the Tourist Trophy—and clinch the World Championship for Feltham.

Photo: Michael Cooper.

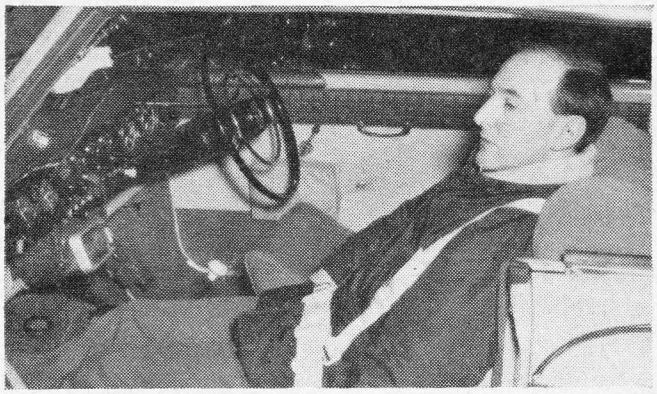




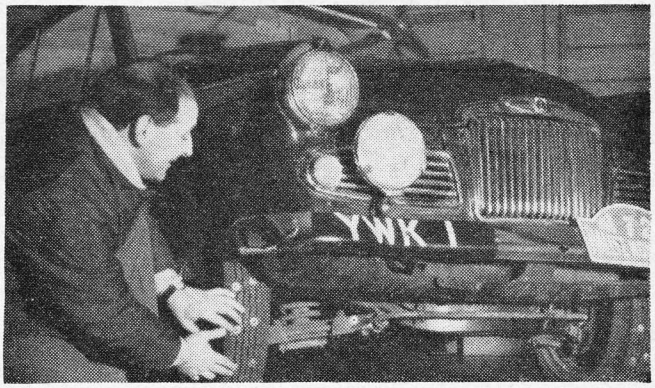
BRIEFING (left). Norman Garrad, Rootes Group Competition Manager, goes over the route with Peter Jopp and Les Leston. NEARLY READY (above). The works Ford Zephyrs receive last-minute attention in the Competition Department.

The Works Teams Prepare . . .

Fords and the Rootes Group get ready for the Monte



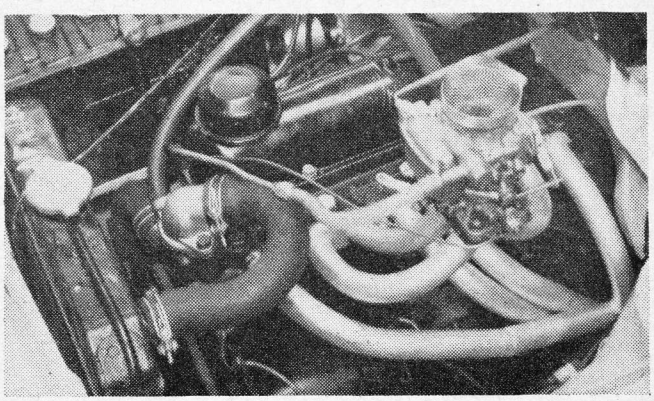
COMFY, LES? Les Leston tries out the navigator's reclining seat in the works Rapier he will share with Peter Jopp.



READY FOR ANYTHING. Les Leston inspects the steel studs in the Dunlop tyres. Note also the anti-roll bar.



O.K. ANNE? Ford team captain, Jeff Uren, discusses the new Ford Anglia's chances with Anne Hall.



DAGENHAM MODS. include a gas-flowed cylinder head, four branch exhaust manifold and a Solex carburetter.



MODIFIED: The writer and Dunlop competitions manager, Dick Jeffrey, with one of the very rapid Larks which took part in the Sebring race for "compacts". The car still bears racing numbers.

KING OF THE COMPACTS

Studebaker's Lively V-8 Lark Sets New Standard for U.S.A.'s "Smaller" Cars

THERE are scores of people who do not care for large cars, but wish to have a biggish engine which runs effortlessly, and provides high-performance at comparatively low cost. Studebaker-Packard Corporation certainly have produced a passenger vehicle which, though a true "compact" in every way, has the sort of performance that one normally associates with sporting machines. By installing a well-proved, o.h.v., 4.2-litre engine in the neat and efficient Lark, the South Bend engineers have struck a formula which may give their Detroit rivals seriously to think.

Taking over a Lark during my sojourn in Sebring was entirely Larry Richards's idea. Whilst on my way down from New York by air, the energetic sales manager of Mercedes-Benz, U.S.A., telephoned Ed Lane, Studebaker-Packard distributor in Miami, and entrant of the Larks for the "compact" race. Famous (or should it be notorious?) publicist Sam Kaplan, President of Jim Moran Associates, was also brought into the plan. Kaplan was the man who introduced a bull into a china shop in New York, just to prove that the old adage was really true—it was! Anyway, the plot was to demonstrate that the Lark had plenty of room in the front. So Sam Kaplan persuaded Ed Lane to find a really big man to deliver the car to Sebring. I'll say he was big; a giant in fact. When he extricated all 6 ft. 10 ins. of himself, with shoulders and chest to match, I thought he was never going to stop getting up!

I learned afterwards that he was a basket-ball player, employed by Lane to collect car payments from customers. I should say that Mr. Lane has no trouble at all with people trying to skip payments. Anyway, it will be sufficient to say that the Lark has a generous amount of space in the front seat.

Another angle to the story is that Lane had no demo. cars at all, but just to help out, he ordered a brand-new Lark to be taken from stock, registered, insured and sent down to Sebring for me to drive. It was so stock that it didn't even have the heater or radio fitted; it was also the normal "stick-shift" model, with no overdrive. Running-in consisted of the 170 or so miles to Sebring from Miami, and when I took over, the engine was as free as if it had been specially selected and bedded-in.

This particular car was the normal four-door saloon, or sedan as it is styled in U.S.A. It was well finished, with the kind of paint-job usually associated with "custom-built" machines; the interior was simple and effective, the upholstery being carried out in washable fabric and vynide. Visibility all-round was absolutely excellent, and I was also impressed with the bodywork on the whole; for example, the doors shut with that satisfying "plonk" which is generally the hall-mark of a well-built motor-car.

BY GREGOR GRANT

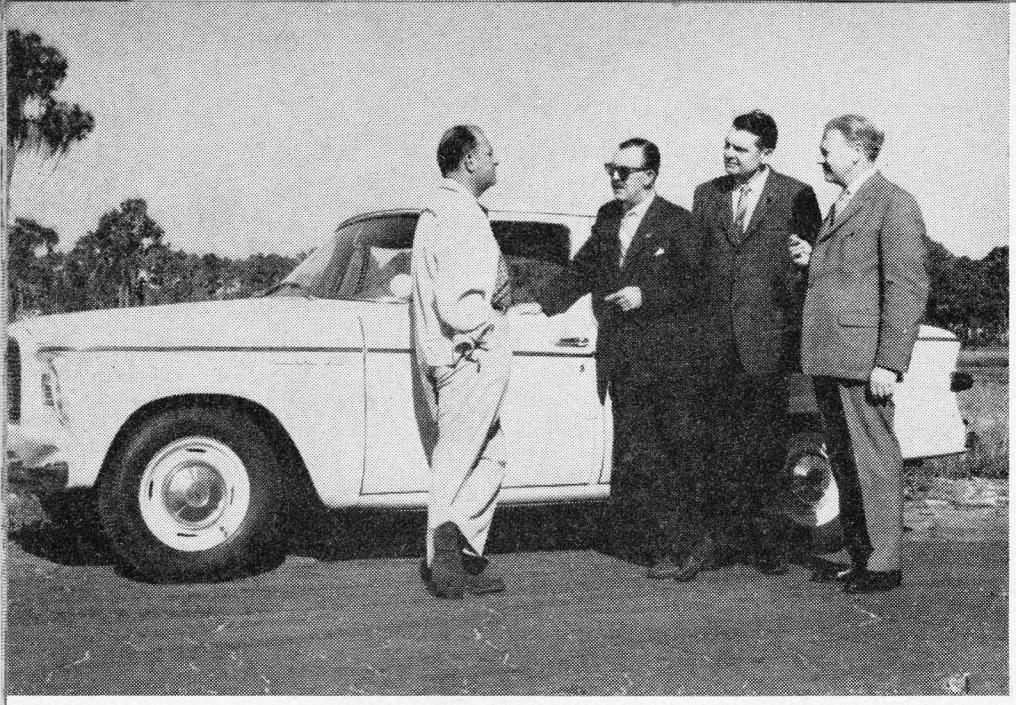
PHOTOGRAPHY BY OZZIE LYONS

Performance was almost on the starting side, for such a medium-sized vehicle. Yet the V-8 engine is so smooth that the speedometer flicks up to the fast end of the scale before one realizes it. This explains that within 24 hours of taking over, I was nicked for speeding by a sheriff's officer. I was in luck, for instead of handing me a ticket, he started to talk about the coming Grand Prix, and wanted to know all about Moss, Brabham and Brooks. I did get a warning; as he left he remarked: "Say, watch it. Cops is tough on guys wit' Miami plates!"

Acceleration is really vivid, standstill to 60 m.p.h. being achieved in well under 12 secs. With the "four-barrel"



UNDER-BONNET view reveals a neatly installed 4.2-litre V8 engine—easily the most powerful unit to be found in a "compact". Here the editor looks under the bonnet.



LAKESIDE HALT: Dick Jeffrey and the Editor pause for a chat with a Studebaker executive and cigar-smoking publicist, Sam Kaplan, the President of Jim Moran Associates.

carburetter, this can be improved to about 9.5 secs. The three-speed gearbox has well-chosen ratios, but the clutch was inclined to slip momentarily when ultra-rapid gear-changes were attempted. I had the feeling that the Studebaker technicians had rather under-estimated the immense torque of the lusty V-8 power-unit. Driven more normally, there was no sign of slip.

Steering was much lighter than I had anticipated, but I would have preferred a slightly higher ratio, even at the expense of a shade heavier feeling. Nevertheless, it was very accurate, and I felt that the optional power-system would be more of a refinement than a necessity—even for parking. On acute turns there was a certain amount of roll, but this did not seem to affect the stability, although tyre-squeal made its presence felt rather more than was necessary. On sweeping, fast bends, the Lark is a delight to drive, so one has the impression that with some attention to stiffening up the front-end, general road behaviour would compare favourably with the best of imported vehicles. I did discover that the car was sensitive to tyre pressures (these were of the tubeless variety). Pushing all four up to 28 p.s.i. produced a marked improvement in road-holding, and almost eliminated tyre-squeal entirely.

There are often criticisms concerning the brakes in the average American car, but the Lark's are extremely effective. As mountains are conspicuous by their absence in that particular area of Florida, I was unable to make them work really hard. At any rate, during normal fast driving, even on the twisty roads round Lake Wales, there was no sign of fade. On a circuit, of course, it is another story; I tried one of the cars that had been raced in the "compact" event, and the brakes certainly had taken a lot of punishment. I am certain that it will only be a matter of time before modern disc brakes are adopted in the U.S.A. for the higher-performance cars—especially if the cars are going to be used in competitions.

Maximum speed of the 4.2 V-8 Lark turned out to be just over 100 m.p.h., when the motor was turning over fairly rapidly and beginning to make itself heard. I should think that overdrive would be a fitment that all potential purchasers should consider, for it would give effortless main-road cruising, and doubtless improve economy. In point of fact the Lark engine is by no means thirsty, unless the car is belted unmercifully. Around 20 m.p.g. (U.S. gallons) was obtained, cruising at 65-70 m.p.h.

All sorts of extras are listed for the Lark, and the three that went so rapidly at Sebring had the "four-barrel" carburetter, modified springing, practically straight-through exhaust system, and a roll-bar structure to stiffen the body. These cars were really potent, and with disc brakes would be even more formidable in production closed-car events. Maximum speed was about 130 m.p.h., but there is plenty more to come. Ed Lane lent me one to try; the exhaust note sounded like an Indianapolis "Offy", and it had all the urge in the world. Nevertheless I like to be able to stop and, as already mentioned, there wasn't very much left in the braking department.

Anyway, Studebaker-Packard can be proud of their Lark. It is the best possible compromise between the big American car and the lately introduced "compacts", giving, as it does, the performance of the former, and the economy and handiness of the latter.



FUNCTIONAL—and commendably free from unnecessary chromium-plated embellishments, Studebaker's V8 Lark can achieve 100 m.p.h. in standard trim, together with great economy and handiness.

THE Swiss Army has placed a contract for the supply of 240 Land-Rovers.

MORE than 60 cars are expected to enter for the 1960 Indianapolis 500 Miles race, which takes place on 30th May. Entries will be accepted until 15th April.

AT the Brussels Motor Show on 16th-27th January the full range of Austin cars, including the most recently announced A40 Countryman, will be on show. The two Austin-Healey sports cars will also be displayed.

STIRLING MOSS, joined by his father, Alfred Moss, and his Manager, Ken Gregory, have joined the board of Phoenix Travel, Ltd., travel agents, of 51 The Broadway, Stanmore, Middlesex. (GRImsdyke 4181.) Phoenix Travel, Ltd., are specialists in international travel on any scale and would welcome enquiries from any enthusiasts who wish to make use of their services.

Mr. Harry Myers, who is General Manager, is well conversant with all motor racing travel requirements.

AT twenty minutes past eight on the evening of 18th January, Frenchmen Paul Pizot and Jean Cheynel will take off from Athens to herald the start of the 29th Monte Carlo Rally, and begin a journey of 2,230 miles to Monaco. Gone are the days of the somewhat boring trip to the Mediterranean, a feature of several post-war events which tended to bring the winter classic into disrepute. The modern method is to include as many mountain routes as possible, then send everyone from Chambery to Monaco the same way, on a route usually snow-bound and with the risk of the dreaded black ice, making it extremely difficult indeed to average the required 60 k.p.h. The rally concludes with a most arduous double circuit of the mountains behind the Principality, which is a regularity test with speeds and controls unknown until just before the start. There will also be the much-criticized secret checks, which many entrants consider totally unnecessary.



XXIXth Rallye Automobile Monte-Carlo

British Cars Form Largest Number in Entry of 345 for Annual Winter Classic

BY GREGOR GRANT

Starting points this year are Athens, Oslo, Warsaw, Lisbon, Glasgow, Paris, Frankfurt, The Hague and Rome, with Oslo heading the popularity poll with no fewer than 97. Glasgow comes next with 76, Paris with 50, and Lisbon with 40. British entrants from Oslo total 15, and from Paris 17. Most staggering feature of the event is that of the 345 cars, no fewer than 152 are of British manufacture. British crews also head the list with a total of 119, then comes France with 67, Germany with 31, and Sweden with 26. From the Iron Curtain countries come 11, including Polish starters from Warsaw, and half a dozen Czechs.

Former winners taking part include Ronnie Adams (Sunbeam), Sydney Allard (Ford), Paul Coltelloni (Citroën), Marcel Becquart (Triumph), Maurice Gatsonides (Austin 7), Jacque Feret and Guy Monraisse (Renault Alpine). Of the Coupes des Dames victors there are Pat Moss/Ann Wisdom (Austin), Lise Renaud (DKW), Madeleine Blanchoud (DKW), Anne Hall (Ford), Greta Molander/Helga Lundberg (SAAB) and Renee Wagner (Triumph). Racing drivers include Graham Hill (Ford), John Sprinzel (SAAB), Ian Walker (Ford), D. Wilson-Spratt (Austin), Peter Jopp/Les Leston (Sunbeam), David Dixon (Sunbeam), John Whitmore (Sunbeam), Luigi Villoresi (Fiat-Osca), John Young (Austin), Philip Fotheringham-Parker (Sunbeam), Lyndon Sims (Morgan), Bill Frost (Ford), Cuth Harrison (Ford), Wilhelm Tak (Mercedes), Rob Slotemaker (Triumph), Hans-Hugo Hartmann (Lloyd), Willem-Louis Poll (Porsche), Peter Bolton (Simca), Keith Ballisat (Triumph), Dan Margulies (Austin), Tommy Wisdom (Austin) and Jean Laroche (Porsche).

The first car leaves Glasgow at 10.55 p.m. on 18th January from Blythswood Square, when Ken Perkins/James Newton (Ford) lead off, followed by Gerry Cooper/Ron Johnson (Triumph) and the Scots Bob Haddow/G. C. Mowat (Sunbeam). The route lies via Stranraer, where the first car is due to leave at 12.38 a.m., then comes Barnby Moor (10.03 a.m.) and then Dover, 5.03 p.m. This is, of course, an easy trip, the only foe being snow, ice or fog. However, the Glasgow contingent like to think of the five hours or so rest between Dover and Boulogne, before the first car is due out.

As last year, two British crews have chosen to start from Warsaw; these are Ken Fraser/Tom Downs (Sunbeam Alpine) and Norman Blockley/Stanley Broomfield (Austin). From Frankfurt go Peter Harper/Raymond Baxter (Sunbeam) and Gregor Grant/David Dixon/Mike Durnin (Sunbeam). Lisbon has Ronnie Adams/Ernie McMillen (Sunbeam), Cliff Pain/Fred Grantham (Ford) and Gordon Stratton/Tom Parkes (Austin). There are no British starters from Athens or Rome, and four from The Hague.

The weather is, of course, a deciding factor on all routes, and it is all a matter of luck that any contingent gets through without difficulty. For example, snowstorms in Jugoslavia could easily defeat the Athens people, not to mention the ascent of the Italian Alps. The Oslo folk will naturally start with snow, but one feels that their chief anxiety will be the Saint-Claude area, which also faces other starters. On paper, Warsaw looks as good a start as any; the Polish roads are very well maintained and signposted, and snow-ploughs come into action with great rapidity. Chief difficulty on this route may be the snow-bound autobahnen of East Germany, which can be like skating rinks, and are swept only infrequently owing to comparatively light traffic.

From Chambery on the common route, the ascent of Cols du Granier and du Cucheron can be extremely trying. It is not only snow which is the chief enemy, but there is always the risk of low cloud, sometimes as impenetrable as a London pea-souper. This can also occur in the Massif Central area before reaching Chambery, and on the Col de Rousset near Die.

Despite the possible rigours of the various routes, the majority of experienced competitors feel that the rally proper starts at Chambery. The 570 kiloms. to Monaco are vitally important because only the 90 least-penalized crews can qualify for the mountain test. Controls and minimum and maximum average speeds will be disclosed when competitors reach Chambery. As in the final test, secret controls are probable. A lower maximum is imposed on G.T. and special series machines, making it more difficult to maintain the ideal times between controls without avoiding penalties for exceeding the rally average (maximum). The difference between the two groups will not be more than 5 secs. per kilometre. Earliness or lateness as compared with the ideal times set will result in penalties at the rate of 10 marks per minute, with a reduction of 10 marks. This is not all, for secret checks will penalize lateness between control and check, and the next control. Times will be compared with the minimum time imposed, and lateness of over one minute means the loss of 600 marks. 600 marks will also be docked for over a minute early on minimum time set. Should the rally average between these points exceed 20 per cent. of the highest speed imposed, it will mean instant exclusion from the rally.

(*Continued on page* 89)

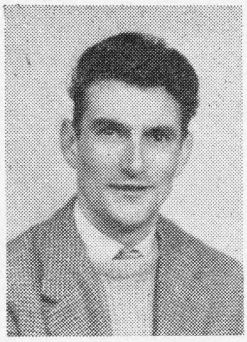
SPOT THEM BY THEIR NUMBERS

184	Kenneth Perkins/James Newton (Ford Anglia).
185	Gerry Cooper/Ron Johnson (Triumph TR3).
186	R. T. Haddow/G. C. Mowat (Sunbeam).
187	Vernon Cooper/Geoff Barker (3.4 Jaguar).
188	E. Malkin/E. Hunt (Sunbeam).
189	Peter Bolton/Gordon Shanley (Simca).
190	Roy Hastie/James Martin (Ford Zephyr).
192	Keith Ballisat/Stuart Turner (Herald).
193	James Bullough/Gerald Lomax (Sunbeam).
194	Charles Glenie/Len Taylor (3.4 Jaguar).
195	Dr. A. D. Mitchell/J. F. Roberts (1.5 Riley).

(*Continued overleaf*)


DAVID DIXON


DENIS SCOTT


DENNIS MILTON


CUTH HARRISON


PETER HARPER


EDWARD


IAN WALKER


LEW TRACY


EDGIE FABRIES (Ford)


GRETA MOLANDER


PETER BOLTON


STAN

Numbers—*continued*

196 A. Meredith-Owens/William Bradley (1.6 Riley).
197 Raymond Syms/J. F. Snook (Ford Zephyr).
198 Dan Margulies/X (Austin).
199 J. Heppenstall/George Knowles (Morris).
200 Ernest Brett/X (3.4 Jaguar).
201 Cyril Pilgrim/H. J. Harper (1.5 Riley).
202 M. Sutcliffe/G. P. Crabtree (Ford Zephyr).
203 J. Trigg/Ian Miller (Sunbeam).
204 John Cotter/Bill Ward (Sunbeam).
205 E. G. Vanner/J. F. Scott (Vauxhall Victor).
206 Geoff Smith/Norman Hunt (2.4 Jaguar).
207 George Pearson/L. Quevatre (Singer Gazelle).
208 James Glasgow/C. Croll (Ford Anglia).
209 R. Crawford/G. Brass (Sunbeam).
210 Anne Hall/Patsy Burt (Ford Anglia).
211 P. Fotheringham-Parker/David Humphreys (Sunbeam).
212 J. R. Kirkham/R. Gradwell (Ford Zephyr).
213 D. O'M. Taylor/Lew Tracey (Austin A40).
214 I. D. L. Lewis/Antony Nash (Herald).
215 John McLaughlin/Ian McLaughlin (Ford Anglia).
216 J. R. David/X (Ford Anglia).
217 Eric Haddon/Stan Norman (3.8 Jaguar).
218 Cyril Johnson/D. L. Nurse (Austin).
219 M. J. Bausola/J. A. Barlow (Austin A99).
220 Peter Procter/Jim Wood (Sunbeam).
221 J. H. La Trobe/J. Spiers (Austin A99).
222 Peter Dimmock/Eric Deane (Ford Zephyr).
223 R. E. Stokes/D. Rossdale (1.5 Riley).
224 E. R. Gahan/H. J. Shillabeer (Wolseley 6/90).
225 Kenneth McLennan/X (Mini-Minor).
226 Cyril Corbishley/P. Roberts (Herald).
227 Ian Walker/Gerry Burgess (Ford Anglia).
228 Cecil Vard/Arthur Jolley (Vauxhall Victor).
229 J. Ashworth/L. Markson (3.4 Jaguar).
230 J. Meikle/T. Paton (Hillman Minx).
231 H. J. O'Connor-Rourke/John Cuff (3.4 Jaguar).
232 D. Wilson-Spratt/H. J. Bayliss (Austin A40).
233 D. R. Burgess/G. Leighton (Austin A40).
234 L. Taylor/J. Laing (Sunbeam).
235 John Young/X (Austin A40).
236 Bill Banks/Sam Croft-Pearson (Vauxhall Velox).
237 G. A. Lewis/R. W. Ayres (Ford Zephyr).
238 F. J. Vivian/Mrs. Vivian (Singer Gazelle).
239 K. Brierley/E. M. Todd (Herald).
240 W. E. Teague/B. V. Smith (Hillman Minx).
241 G. A. King/C. Sproxton (Ford Zephyr).
242 R. H. Pinder/E. Smith (3.4 Jaguar).
243 W. Bennett/D. Taylor (Mini-Minor).
244 A. McCracken/Miss A. McCracken (Ford Anglia).
245 E. M. Marsh/X (Singer Gazelle).
246 C. Bent-Marshall/Robin Richards (1.5 Riley).
247 Graham Hill/John Patten (Ford Anglia).
248 E. L. Yardley/G. Oddy (Sunbeam).
249 S. Carruthers/B. R. Tindle (Ford Anglia).
250 A. F. Cleghorn/R. J. Wright (Herald).
251 John Melvin/E. P. Foden (Sunbeam).
252 R. M. Stephens/D. Corbett (Sunbeam).
253 G. F. Faulkner/H. Appleby (Austin A99).
254 Phil Walton/Mike Martin (3.4 Jaguar).
255 John Stoddart/R. T. Burn (Standard Vanguard).
256 Lyndon Sims/Roger Jones (Morgan).
257 M. D. Pickering/R. D. Pickering (Sunbeam).
258 J. H. Huntridge/X (Austin 7).
259 E. Hodson/X (Herald).
260 K. N. Lee/Peter Craven (1.5 Riley).
261 Eric Jackson/N. Bagley (Ford Zephyr).

OTHER BRITISH ENTRANTS

Oslo

18 Nancy Mitchell/Pat Allison (Austin 7).
23 George Jopp/Ian Baillie (Sunbeam).
26 Pat Moss/Ann Wisdom (Austin A40).
31 Count C. de Salis/A. I. D. Fletcher (Lotus Elite).
36 L. H. Handley/Raymond West (Ford Zephyr).
43 John Bryant/Dennis Pratt (Ford Anglia).
61 John Sunley/Tom Piggott (Sunbeam).
62 Paddy Hopkirk/Jack Scott (Sunbeam).
63 Tom White/Brian McAdam (Simca).
68 Eric Brinkman/D. Silverthorne (Ford Zephyr).
72 Peter Jopp/Les Leston (Sunbeam).
75 Sydney Allard/Cecil Holmes (Ford Zephyr).
76 R. Hooper/L. Northmore (Sunbeam).
84 E. Cuff-Miller/W. Frost (Ford Zephyr).
102 Alan Fraser/X (Sunbeam).
110 Peter Riley/R. Jones (Austin 7).

Warsaw

129 Ken Fraser/T. H. Downs (Sunbeam Alpine).
131 Norman Blockley/S. Broomfield (Austin A40).

Lisbon

162 Ronnie Adams/Ernie McMillen (Sunbeam).
167 C. E. Pain/F. Grantham (Ford Zephyr).
175 Gordon Stratton/T. A. Parkes (Austin A99).

Paris

263 Donald Morley/Geoff Morley (Mini-Minor).
266 J. Walker/F. O. Dimblebee (Vauxhall Velox).
270 Jimmy Ray/Bill Bleakley (Sunbeam).
274 Edward Harrison/Dick Habershon (Ford Zephyr).
280 Robert Glenton/G. Proctor (Ford Zephyr).
281 Frank Powell/D. Tilley (M.G. "1600").
284 Alick Pitts/Tony Ambrose (Mini-Minor).
285 Frank Marchant/T. L. Allard (Ford Anglia).


NORMAN


MARCUS CHAMBERS (B.M.C.)


CYRIL CORBISHLEY


PHIL WALTON


LESLIE BROOKE


PHILIP FOTHERINGHAM-PARKER


KARL


GRAHAM HILL


NANCY MITCHELL


JIMMY RAY


JOHN YOUNG


JACQUE TAFFE (Organizer)


PAUL COLTELLONI


DENNIS O'M. TAYLOR


GEORGE JOPP


RONNIE ADAMS


PADDY HOPKIRK

COMPETITORS AND THEIR ROUTES

290 Peter Easton/John Whitmore (Sunbeam Alpine).
293 Denis Scott/Ken Armstrong (Ford Zephyr).
296 Stanley Kay/D. H. Thompson (Singer Gazelle).
298 Cuth Harrison/John Harrison (Ford Zephyr).
299 Tommy Wisdom/Jack Hay (Austin 7).
304 John Dorsett/Joy Cooke (Ford Anglia).
307 Pat Ozanne/Nicky Gilmour (Mini-Minor).

Frankfurt

313 Gregor Grant/David Dixon (Sunbeam).
325 Peter Harper/Raymond Baxter (Sunbeam).

The Hague

331 Donald Bain/X (Ford Zephyr).
332 Frank Ward/M. J. Colton (M.G. "1600").
333 Karl Richardson/Hon. Mrs. Richardson (Ford Zephyr).
334 Ken Bowdage/A. M. H. Bennett (Herald).

THE CARS

Germany, 65. BMW, 1; Borgward, 5; DKW, 18; Lloyd, 9; Mercedes-Benz, 14; NSU, 2; Opel, 1; Porsche, 10; Volkswagen, 5.

France, 61. Renault-Alpine, 2; Citroën, 26; D.B.-Panhard, 3; Peugeot, 8; Renault, 7; Simca, 15.

Great Britain, 152. Austin, 19; Bristol, 1; Ford, 42; Hillman, 3; Jaguar, 13; M.G., 4; Morgan, 1; Morris, 8; Riley, 6; Singer, 4; Standard, 1; Sunbeam, 30; Triumph, 13; Vauxhall, 4; Wolseley, 2; Lotus Elite, 1.

Italy, 19. Alfa Romeo, 12; Fiat, 6; Lancia, 1.

Poland, 2. FSO Syrena, 2.

Sweden, 29. SAAB, 3; Volvo, 26.

Czechoslovakia, 13. Skoda, 16; Tatra, 3.

Country	Entrants	Athens	Oslo	Warsaw	Lisbon	Glasgow	Paris	Frankfurt	The Hague	Rome
Germany ..	31	—	8	5	3	—	—	13	2	—
Austria ..	1	—	—	1	—	—	—	—	—	—
Belgium ..	1	—	—	—	—	—	—	1	—	—
Denmark ..	15	—	14	—	—	—	—	—	—	1
Spain	9	—	—	—	5	—	3	—	—	1
Finland ..	1	—	—	—	—	—	1	—	—	—
France ..	67	11	2	7	15	—	26	—	1	5
Great Britain ..	119	—	15	2	3	76	17	2	4	—
Greece ..	2	2	—	—	—	—	—	—	—	—
Holland ..	15	—	9	3	—	—	—	—	3	—
Fire	1	—	—	—	—	1	—	—	—	—
Italy	2	1	—	—	1	—	—	—	—	—
Monaco ..	3	—	—	—	1	1	1	—	—	—
Norway ..	22	—	22	—	—	—	—	—	—	—
Poland ..	5	—	—	5	—	—	—	—	—	—
Portugal ..	10	—	—	—	10	—	—	—	—	—
Sweden ..	26	1	25	—	—	—	—	—	—	—
Switzerland ..	6	1	1	—	3	—	1	—	—	—
Czechoslovakia	6	—	—	6	—	—	—	—	—	—
U.S.A. ..	3	—	1	—	—	—	1	1	—	—
	345	16	97	29	41	78	50	17	10	7


SYDNEY ALLARD


PAT MOSS


JOHN HARRISON


LES LESTON


K. RICHARDSON (Triumph)



KEEPING IT IN THE FAMILY: Winner Frank Lewis's daughter rides as passenger to George Clarke against a snow-covered background.

A Wintry "Warco" Trial

Frank Lewis Wins the "Warco" Cup

By and large, the sporting trial is a winter pastime—and that was never so obvious as on Sunday, when the Peterborough M.C.'s Warco Cup Trial was held on new ground near Great Weldon. The night before the trial snow fell in an imperial fashion to cover the entire countryside with a great white blanket. Yet in spite of these unexpected conditions the event was a great success—well organized, well marshalled and thoroughly enjoyable. Only towards the end did conditions deteriorate to such a degree as to make life unpleasant and this, of course, was no one's fault. Clerk of the course, incidentally, was reigning trials champion Charles Pollard —so it ought to have been good! An interesting and unusual feature of the event was a second ballot for numbers at lunch-time; an effective and undeniably fair method of shuffling the order.

The first five sections were all short and all different in an area of dips and hillocks. First was a straight rush up a steep and snow-covered bank to turn left on a ridge at the top and continue farther up. No one was clean on this one in the morning, and of the early numbers few got higher than eight or nine. Section two ran up a steep bank, turned left down to a hollow, up another bank, turned sharp left and then ran steeply down before climbing a gentle rise. In spite of its complication this caused little trouble, and there were 18 clean climbs, including fine efforts by Frank Lewis, David Parice, Eric Jackson, David Paul, Nick Moor, Gordon Holdrup, Edward and John Harrison, Geoff Newman, Frank Wall, Reg Phillips, David Render and Rob Davis.

The third section started on the level, then ran up a steep bank with a sharp left turn half-way up. Cleans were recorded here by Eric Jackson and John and Edward Harrison. Section four ran uphill with a slight left turn, the gradient being an extremely tricky one. Geoff Newman was the only clean here, although several drivers reached two. Number five consisted of a steep downward plunge to the bottom of a valley, then up the other side—a high-speed effort in which there were no fewer than 29 cleans. These included T. A. Marshall, Jim Berry, Bernard Dees, Ernie Chandler, Ron Kemp (last year's winner) and Harry Hutt, the last car being crewed by the writer.

From this point the route crossed a road to another area, which provided hills varying from the slow and tricky, by way of the long and steep, to a few very difficult ones in thickly wooded land. The first, section number six, started with a left-hand turn round a tree, then ran downhill to a sharp hairpin-right on adverse camber, with another tree marking the bend, after which the course ran on up a steep bank. Most difficult part of this hill was the right-hand hairpin, the adverse camber plus the tightness of the turn causing many drivers to knock down markers. Once round the corner it was less difficult, but few people had the chance to find this out, and there were no clean climbs. Section seven was a long, bumpy climb rising sharply to finish in an abrupt and blind left turn, and here prior examination of the course paid dividends. Six clean climbs were recorded, success going to David Paul, Frank Lewis, John Harrison, Frank Wall, Reg Phillips, Tony Alldred and Rob Davis.

Hill eight was a different story, and defeated the entire entry. The course ran straight up a steep bank to cross a sharp ridge and, down on the blind side of the top, turned sharp left through a very narrow channel. Many cars failed to reach the ridge, but of those that did most went wrong in the narrow section. On the ninth section tight definition of the course again caused the downfall of many competitors. The hill started on the level, and then curved left to a sharp right-hander, on adverse camber, to continue up a steep bank. Here again no one was clean, and heavy punishment was inflicted on the markers at the right-hander. The ninth section similarly stopped the field, although several cars reached one. The hill was a long one, starting on a long, gentle gradient which gradually steepened to a ridge. Then came a left-hander, leading to a sharp right turn and at the finish was a near-vertical bank. This last feature stopped all those who managed to negotiate the corners without touching a marker.

The remaining hills were laid out among trees and dense undergrowth, and the first turned out to be just as difficult as it looked. The course ran up a steep bank, to turn right through a hairpin, down into a dip and on up a steep bank curving to the left. This saw only four cleans (by Portlock, John

(*Continued on page* 84)

Results

Best Performance (the Warco Cup): F. T. Lewis (Cannon), 60 marks lost. **First Class Awards:** J. F. Harrison, G. J. Newman, A. D. Alldred, E. Harrison, B. H. Dees. **Second Class Awards:** R. W. Phillips, K. Lindsay, D. D. Render, E. Jackson, R. Kemp.



SEVEN IN THE SNOW: Rob Davis breasts a rise in his remarkable supercharged Austin Seven-engined car. But an award did not come his way this time.

THEIR VIEWS COUNT

STANDARD TRIUMPH



Patrick Mennem, DAILY MIRROR
This Triumph Herald saloon —"I cruised in it without fuss at 65 m.p.h. and still had 10 m.p.h. in hand . . . It is easy to handle . . ."



Keith Challen, NEWS OF THE WORLD
"After testing the new Triumph Herald over the mountain roads of County Kerry I can say . . . this captured my enthusiasm immediately. The coupé version is one of the prettiest I've seen."

Gordon Wilkins, OBSERVER
The Triumph Herald—"I do not know any other small car which offers such a combination of riding comfort and road holding."

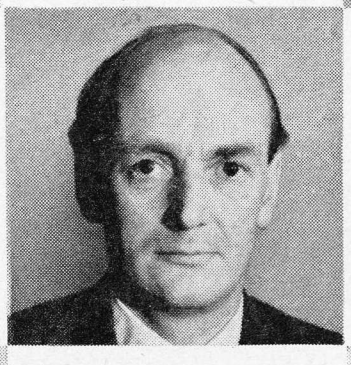


Basil Cardew, DAILY EXPRESS
The Triumph Herald—"Over the mountain roads and cart-tracks the Herald behaved like a sports car in road-holding and sureness of steering touch. Put that down to the four-wheel independent suspension."





Charles Fothergill, DAILY SKETCH
The Triumph Herald—"Extremely slim front and rear pillars, high wide-curved windscreen and large windows, giving greater visibility."



H. Mundy, THE AUTOCAR
The Triumph Herald—"This is one of the most exciting specifications to come from any of the larger manufacturers for some time, and seems assured of a good reception in world markets. It shows an appreciation of future needs, incorporating many of the features which home and overseas buyers are coming to expect."

Courtenay Edwards, DAILY MAIL
The Triumph Herald—"I liked these things about the new Triumph: sophisticated good looks; parkability; light, positive steering; and business-like brakes."



Ian Nickols, SUNDAY TIMES
The Triumph Herald—"This is not merely a revolutionary car in respect of design, but it is thoroughly practical and it works very well."



The new experience in motoring!

TRIUMPH Herald



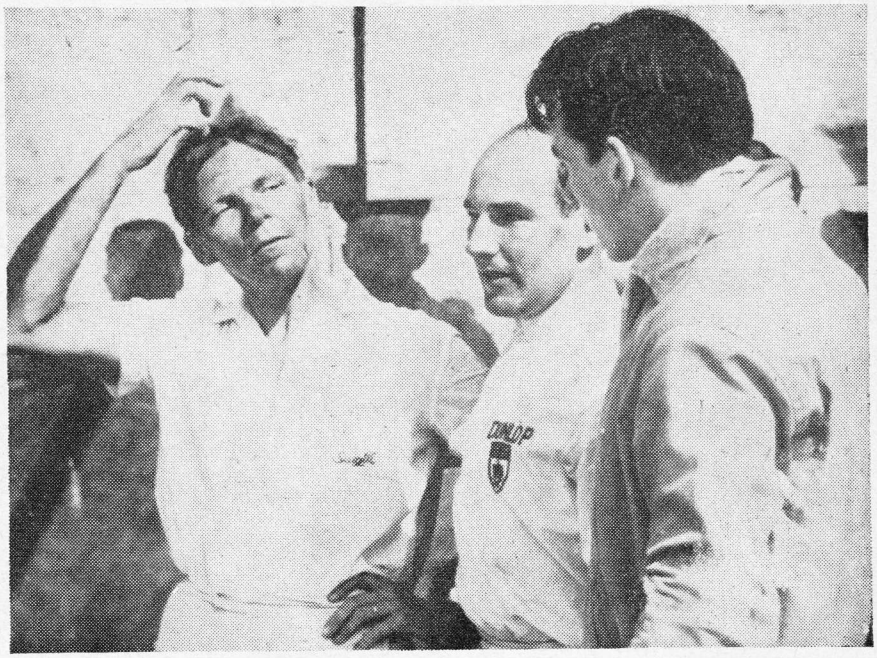
NEWS FLASH!

Twin-Carburettor Engine on Triumph Herald Saloon

Available now . . . the sensational Triumph Herald Saloon with all the vivid performance of the powerful coupé twin-carburettor engine which can be fitted, with instruments, for £35.8s.4d. extra. The engine develops 50½ b.h.p. (gross) at 6,000 r.p.m., has a top speed of 78 m.p.h. and gives 40 m.p.g. at a constant 50 m.p.h. That extra carburettor makes all the difference: 0 to 50 m.p.h. in 16.2 seconds!

THE TRIUMPH HERALD IS A PRODUCT OF THE STANDARD-TRIUMPH GROUP
FACTORIES: COVENTRY · LONDON SHOWROOMS: BERKELEY SQUARE W1 · GRO. 8181

POSTSCRIPT: Paul Frère, winner of the East London race, chats to Stirling Moss after the event. Chris Bristow, who retired, looks on and compares notes.



PAUL FRÈRE WINS SOUTH AFRICAN G.P.

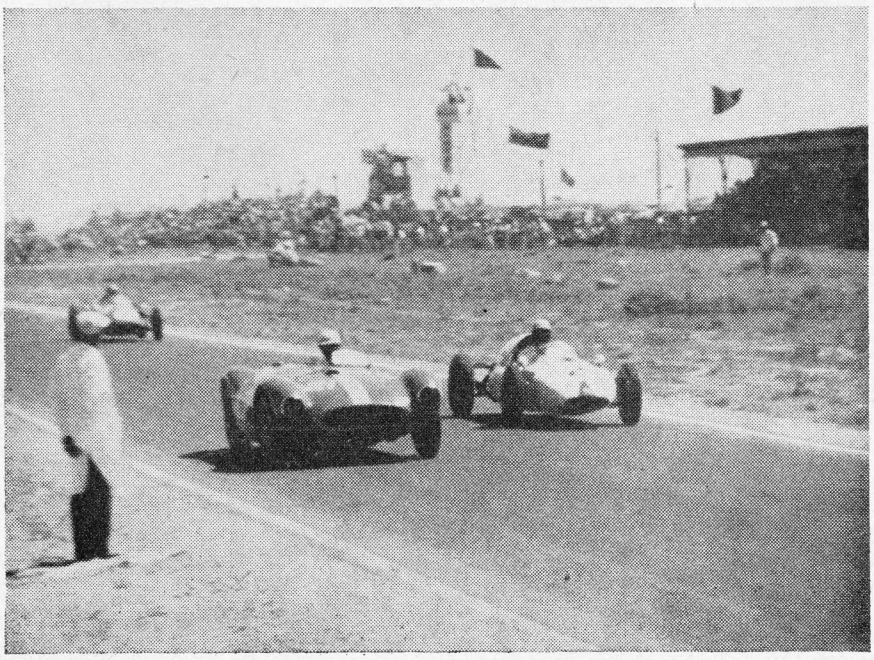
Victorious in First Cooper-Climax Drive

PAUL FRÈRE—emerging yet again from "retirement"—drove an Equipe National Belge Cooper-Climax to victory on the new East London circuit to win the South African Grand Prix from Stirling Moss, whose Cooper-Borgward suffered from fuel starvation in the closing laps.

Over 50,000 spectators came to the new 2.4-mile East London circuit to see the South African Grand Prix, revived after a lapse of some years. European drivers were obliged to compete in cars of under 1,500 c.c., but there was no restriction on the local drivers' cars, yet fastest practice laps were set up by the six European drivers who were competing. Stirling Moss and Chris Bristow (Cooper-Borgwards) shared the front row of the grid with Paul Frère (Cooper-Climax) and at the drop of the flag these three got away to a fine start, far outdistancing the field. Moss went straight into the lead, closely followed by Frère who had Bristow hard on his heels. Bristow moved up into second place on the fourth lap and took the lead from Moss on the ninth. Lucien Bianchi (Cooper-Climax) lay in fourth place, slightly ahead of South African Syd van der Vyver's Cooper-Alfa Romeo. Bruce Halford (Cooper-Climax) after a stirring drive had gearbox trouble and only rejoined the race after a prolonged pit stop which effectively put him out of the running.

An off-course excursion cost Bristow one place, but he rejoined the race still well ahead of fourth placeman Bianchi, only to retire with gearbox trouble to leave Moss and Frère well ahead of the rest of the field.

On the 50th lap and with 10 to go Moss's engine began to cough and miss as the fuel injectors faltered, and Frère began to gain on him at the rate of about 10 secs. a lap until he got past with six laps still left. Bianchi was fast overhauling Moss and menacing his second place until, on the second last lap his Climax engine began to miss badly, due to a detached plug-lead. On the last lap the race became most exciting—it was obvious that Bianchi could not catch Moss but he, in his turn was being caught by van der Vyver's Cooper-Alfa, which slipped into third place only a few hundred yards from the chequered flag just as it dropped for Frère's victory.



BACK IN BUSINESS: Paul Frère (Cooper-Climax), the eventual winner, passes the Maserati of local driver J. J. Jacobz. Following them is Chris Bristow, whose Cooper-Borgward suffered gearbox derangements.

Results

1, Paul Frère (Cooper-Climax), 84.3 m.p.h.; 2, Stirling Moss (Cooper-Borgward); 3, Syd van der Vyver (Cooper-Alfa Romeo); 4, Lucien Bianchi (Cooper-Climax). **Fastest lap:** Moss, 88.51 m.p.h.

Warco Cup Trial—*continued*

Harrison, Newman and Render). The next section ran up a series of steps from a difficult start to swing left and right at the top, and only Frank Lewis was clean, five being a good average for the rest. On the next one, a straight but extremely difficult climb up a short, steep, greasy bank, no one reached the top, a tricky camber plus an acute lack of grip stopping the entry.

The last hill, too, stopped them all, consisting of a steep, bumpy hill to turn left at the top. Here again lack of grip was the problem, aggravated by a difficult starting area.

This brought the trial to the lunch stop, and by this time Frank Lewis had taken a lead with a loss of only 34 marks. Second was Geoff Newman.

The afternoon hills were those used in the morning, except that several had been extensively modified. This increased their difficulty to a large degree, but worst factor of the day was the extreme deterioration of the surface resulting from a thaw both natural and also induced by spinning wheels! Generally speaking, the majority of competitors seemed to think their performances worse after lunch than before. Frank Lewis, who had driven well all day, retained his lead and in fact extended it, to win by 12 clear marks. Geoff Newman, however, was less successful, and dropped to third place behind John Harrison.

All in all, it was an excellent trial, and those who were deterred by the weather from making the journey missed a most enjoyable event.

MARTYN WATKINS.



Wins again at

NEW ZEALAND GRAND PRIX

9th JANUARY, 1960

1st

JACK BRABHAM . . . . . *Cooper-Climax*

2nd

BRUCE McLAREN . . . . . *Cooper-Climax*

(Subject to official confirmation)

Using* ESSO EXTRA MOTOR OIL, *exactly the same superb mineral oil you can buy from your local Esso Dealer

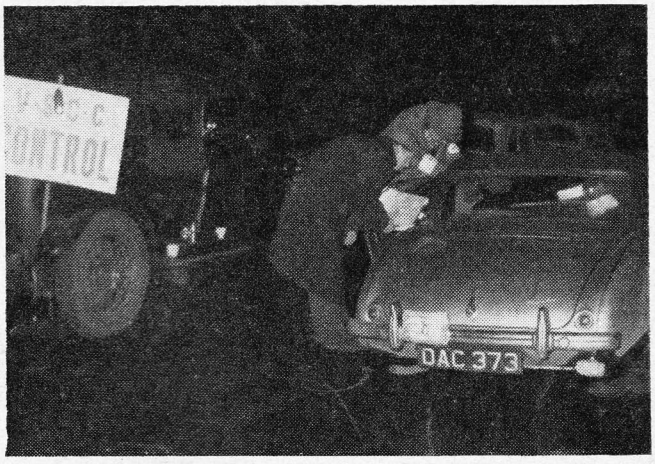


WRAPPED UP against the elements in his open Lea-Francis, E. K. Poynter has his route-card stamped at the Church Stretton control (left). BELOW: Thick fog envelops the Riley of G. R. Smith during the final driving tests.

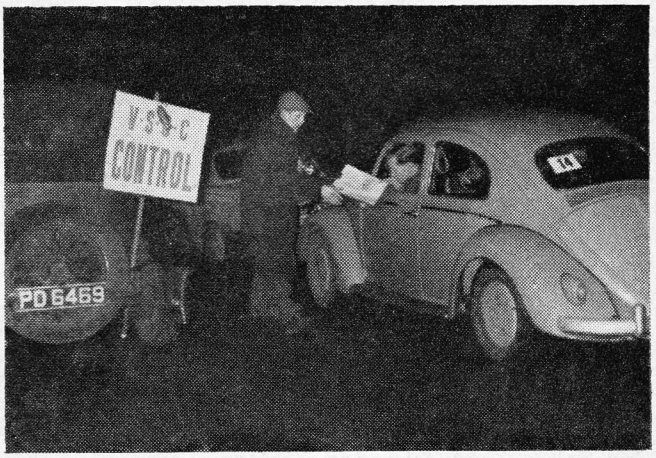


The Measham Rally

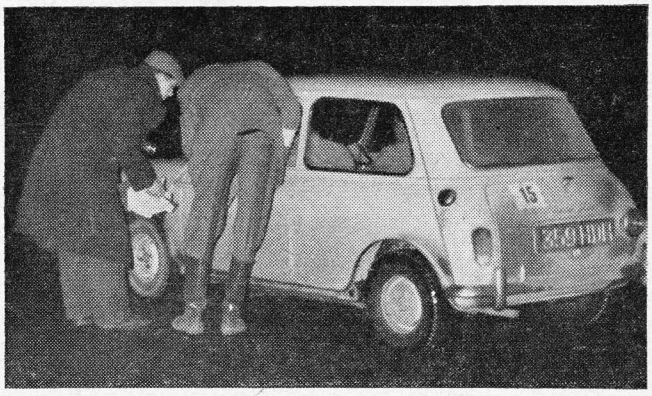
Best Performance By H. Clarke (1925 Alvis)



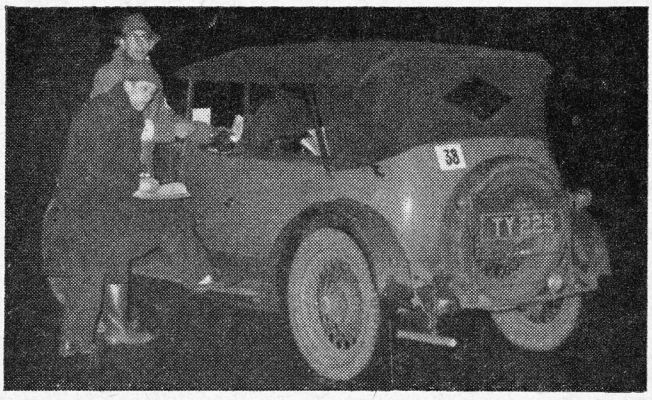
WITH A BENTLEY in the background, marshals at Church Stretton check in the Austin-Healey of P. E. Roberts.



PASSING THROUGH behind a Riley, J. G. Gwilliam's Volkswagen pauses while the navigator hands over the road-book.



SEVEN in the murk: D. H. Holland's baby Austin stops at the Church Stretton control.



COLD NIGHT: K. R. Gilling's travel-stained Riley tourer is about to leave overcoated marshals.

CORRESPONDENCE

Mobile Bath—SAMBO—999 MPB

As one of the "intrepid young constructors" of S.A.M.B.O. I should like to thank AUTOSPORT for giving us so much help and publicity in our efforts to raise money for charity.

Right from arranging the road test in the serenity of the R.A.C. Country Club at Woodcote Park, to setting the ball rolling for a lap of honour at Brands Hatch on Boxing Day, not to mention a generous donation towards the cost of the engine unit, AUTOSPORT has helped us immensely.

On behalf of my fellow students I should like to say, "Thank you, AUTOSPORT."

C. B. T. POTTER.

STUDENT UNION, KINGSTON TECHNICAL COLLEGE.

Help Wanted

I HAVE recently picked up for £50 a 1958 Volkswagen Microbus the body of which is in very poor shape, and I hope to use the engine, suspension parts, etc., to make a special.

Engineering facilities and materials are limited and expensive in this Island, so I am aiming at a fairly simple and straightforward construction.

Doubtless some of your readers will have undertaken similar projects using Volkswagen components, and any information they could give would be very welcome indeed.

I am hoping to carry the engine reversed, *i.e.*, inboard of the rear axles, in the interests of weight distribution.

D. STEVENSON.

CABLE & WIRELESS, LTD.,
ST. LAWRENCE, BARBADOS, B.W.I.

Formula Junior

I AM noting with considerable alarm the lines along which the new Junior Formula is developing. I feel that unless the regulations for this formula are clearly and rigidly laid down, then the formula will fail in its major consideration, namely, to provide an inexpensive, reasonably safe, training ground for new drivers.

I have the following suggestions to make:—

1. That the rumoured idea of banning all drivers who are members or who are eligible to become members of the B.R.D.C. is enforced.

2. That the existing regulations as to design be much more clearly detailed and firmly enforced by scrutineers, *e.g.*, how high the driver protecting rollbar should rise with respect to the driver's head (much designer's licence is already apparent in this respect). Back door methods of getting high performance alternative parts into the engines must be ruthlessly stamped out (four port heads for B.M.C. A engines, etc.).

3. Ban special crankshafts completely. The present regulations stating that the stroke must not be altered are too lax.

4. Stipulate that a production racing car for general sale may not cost more than £1,000 untuned. Insist on a bill of sale being produced at scrutineering.

5. The minimum weight clause *must* be firmly enforced even at the expense of equipping scrutineers with "Le Mans-" type weighing machines. There should also be genuine provision made for weighing cars in the starting enclosure, for obvious reasons.

6. Stipulate that no starting money be paid for any Formula Junior event and that the maximum total prize money for any one race be £50.

Surely it is not too much to ask the R.A.C. to do something positive about this *before* it is too late. So often they sit back waiting for things to go wrong, and then half-heartedly pretend to be concerned. It would also be an easy way for them to restore our confidence in their control of British Motor Racing.

C. J. LAWRENCE.

LONDON, W.3.

More **Correspondence** *on page* 96.

ASTON MARTIN LAGONDA
LIMITED

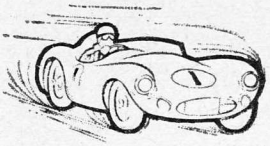
wish to announce that their Sports Racing Cars, including the cars which won the Sports Car Manufacturers World Championship, are available for sale.

ASTON MARTIN DBR1
3 LITRE—3 CARS

ASTON MARTIN DBR2
4.2 LITRE—2 CARS

All five cars have been completely overhauled in the Racing Department and are ready for racing. There are also spares available to maintain them in competition.

Serious enquiries for their purchase should be addressed to:
COMPETITIONS MANAGER
ASTON MARTIN LAGONDA LTD.
HANWORTH PARK
FELTHAM, MIDDLESEX



Club News

By MICHAEL DURNIN

ANNUAL CONFERENCE OF R.A.C. RECOGNIZED CLUBS

19th February, 1960

THE Council of the **London M.C.**—seriously concerned about the future of motoring sport on the roads of Great Britain—feel that positive action must be taken by clubs and associations and, to this end, have circulated the following resolutions in the hope that they will be supported and acted upon:—

In view of the burden already carried by the Competitions Department of the Royal Automobile Club in other fields of motor sport, we feel that the clubs, who bear the brunt of this public disapproval, could help to ease the position.

We should therefore like the following resolutions placed on the agenda of the above conference:—

1. The London Motor Club proposes the formation of a Steering Committee to govern road competitions in the British Isles and composed of representatives of each Area Association and a representative of the Royal Automobile Club; this Committee to be responsible to the Competitions Committee of the Royal Automobile Club.
2. R.A.C. Recognized Clubs should have the power to formulate resolutions concerning this branch of the sport, which would be forwarded through their delegates during the year to area associations. After consideration at association level, these could be referred back to the club if the association thought them unwise, giving their reasons. Should the resolutions receive the approval of the association, they should then be forwarded to [illegible] Committee.



CHEERY GROUP at the North London Enthusiasts' C.C. dinner-dance at Hendon Hall Hotel are: (l. to r.) Phillip Turner (Sports Editor of The Motor*), John Cooper (guest of honour), John Eason Gibson (Secretary, B.R.D.C.), Mrs. John Cooper and A. F. Rivers Fletcher (President of the Club).*

licence. . . . Regs. are available for the **Warrington and D.M.C.'s** sixth Daffodil Rally, which will take place on 7th February. This restricted 180-mile event is open to all member clubs of the North Western Association and will start and finish near Warrington. Secretary of the event is R. J. Mann, 2 Waverley Avenue, Appleton, near Warrington, who must have all entries by 27th January. . . . **Dursley M.C. and L.C.C.** are having their closed Kingshill night navigation trial on 30th January. Regs. are available from A. R. Bruton, 16 Rosebery Road, Dursley, and the entry list closes on 27th January. . . . **Lancs and Ches C.C.** have their annual dance and presentation of awards at the Midland Hotel, Manchester, at 7.30 on 5th February. Awards will be presented for the club's Oulton Park meetings, the Lakeland Rally, the Derbyshire Trial and standard car trial and all their closed events. Tickets (30*s.* each) are available from L. D. Clarkson, 88 Stanley Road, Cheadle Hulme, Cheshire. . . . The **Forces M.C.'s** half-night Jack Frost Rally and Inter-Command and Inter-Service Vehicle Championships will be held on 6th February. All member clubs of the South-Eastern Association of Motor Clubs are invited to compete, and the rally is a qualifying event in the South-Eastern Association Rally Championship. The first car will leave Chelsfield, Kent, at 5 p.m. Entries are limited to 75 and the closing date for entries is 27th January. Last year this event

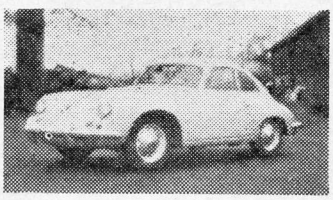
Coming Attractions

Herts A. and Ae.
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of Herts" Rally.
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C.C. Production
arts from Barker's
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M.C. Production
art at noon from
Works, Somerton,

Mid-Kent M.C.
rophy Trial. Start,
om Mote Cricket
Park, Maidstone.
. **Monte Carlo**

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was fully subscribed, and early application is advised. This event is also the first rally in the Forces Motoring Club's new Inter-Command and Inter-Service Championships for Serving Personnel. Starting after the normal Club field, a maximum of 60 entries from H.M. Forces, driving either Service vehicles up to 5 cwt. trucks or civilian cars, will cover the same course and will compete on a team basis for points to count towards the Championship. Acceptance of any entries in excess of three vehicles from any particular Command will be provisional up to 20th January, and only accepted if less than 20 Commands have entered teams of three. Regulations and entry forms for the Club event may be obtained from the secretary of the event, Mrs. S. A. Hobbs, 74 Singapore Drive, Gillingham, Kent; and for the Services event from the secretary of the meeting, W.O. II A. E. Hobbs, Forces Motoring Club, 8 Rosoman Street, London, E.C.1. . . . The **Thames Estuary A.C.'s** famous National "Cats' Eyes" Rally, rightly regarded as one of the most gruelling events on the calendar, takes place on 6th-7th February. Starts will be at Lamb's Garage, Southend Road, Woodford Green, Essex, and at the Ace Service Station, Barrack Hill, Weedon, Northants, for a route of approximately 400 miles. Regs. are already available from S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex, who must have all entries before 26th January or when the limit of 240 competitors is oversubscribed. . . . The third **Romford Enthusiasts' C.C.** "Clockwatchers" Rally will be on 30th-31st January and is open to Billericay M.C., West Essex C.C., Thames Estuary A.C., Ford Sports M.C., M.G.C.C., B.A.R.C., U.H. and U.L.M.C., North London E.C.C., and Marconi A.C. The start of this 240-mile event will be from the Halfway House on the Southend Arterial Road at 9.30 p.m. and there will be two classes: Experts and Novices. Regs. are available from C. A. Pelling, 40 Squirrels Heath Road, Harold Wood, Essex, who must have all entries by 25th January. . . . The **Mid-Surrey A.C.** are having their A.G.M. and special members' conference at 7.30 p.m. on 21st January in the Sugar Bowl Country Club, Tadworth, Surrey. . . . The **55 C.C.'s** "Diehards" Rally will take place on 24th January, starting at 2.15 p.m. on a 75-80-mile route. Regs. for this closed event are available from J. A. Franchi, 8 Victoria Street, Kirriemuir, who must have all entries by 22nd January. . . . Alfred Owen will talk to the **Advertising M.C.** about the B.R.M. on 20th January at 6.30 p.m. in the Safari Club, Northumberland Avenue, London, W.C.2. For further information contact R. Trevor Harris, 39 Hertford Street, London, W.1.

HAGLEY AND D.L.C.C. SHROPSHIRE RALLY AND WORCESTERSHIRE TRIAL

3rd January, 1960

THIS dual event was divided into two separate sections, and the Rally started from the Cross Keys, Hagley. It was a well-run event under difficult conditions with extremely muddy roads. The course lay over 140 miles and an average speed of 26¾ m.p.h. had to be maintained, this being quite a simple task providing one did not get lost. The finish was at the Stewponey Hotel, Kinver.

The Rally was won by Stan Cracknell (TR3) and he took the Marsh Trophy and replica with Navigator's award. In the opposite class, John Handley (Austin 7) won the Sidaway Cup and replica, with Navigator's Award to T. Moy. Neither of these winners lost any marks on the road, the final result being decided by driving test times. First class awards in Class A went to H. Silk (Minx) and Miss H. Hand (A40) who also lost no marks on the road. Second class award, M. Brown (Consul), 10 marks lost. In Class B a first class award was won by Frank Livingston (TR3) with 21 marks lost, while E. Jenkins (Minor) won the Novices' award with 40 marks lost.

The Trials Drivers had by far the worst time of the day's outing, however, and a good entry for a closed event competed against incessant rain and ankle-deep mud, the majority battling gamely on where even a Land-Rover with four-wheel drive would not move. Much work was put in by marshals, who at times had to pull cars up slopes using a long rope.

The event, which started and finished at The Hundred House, Great Witley, was won by Frank Lewis (Club Cup) with 14 marks lost. Bill Bodenham took a first class award with 17 marks lost, and his wife Pimmy drove brilliantly to make third best performance in the whole event and take a first class award. Second class awards went to Ron Kemp and I. Portlock.

M. T.

"Monte"—*continued*

Competitors failing to report at a time control within one hour of their scheduled time will also be excluded, although a special allowance is made if all entrants covering the same stage are over an hour late. The maximum possible allowance will never exceed two hours.

As in former years, the Monte Carlo Rally British Competitors' Club will look after the interests of British entrants. A Sheffield United bus will transport competitors' baggage to Monaco, and will be used as a reception centre at the finish. Also, a special aeroplane has been arranged to take friends and relations to Monte Carlo, at very low rates. The trade have also made careful plans to service cars, both works entries and private entries having the advantage of skilled assistance in the preparation of their vehicles.

Leslie Brooke and Prince Frederik-Karl von Preussen (DKW), doing a last-minute recce., telephoned AUTOSPORT from Nice last week-end. Every possible type of weather hazard was experienced —blizzards, deep snow, ice, rain and even thick fog. In fact, the weather changed every few kilometres with astonishing rapidity.

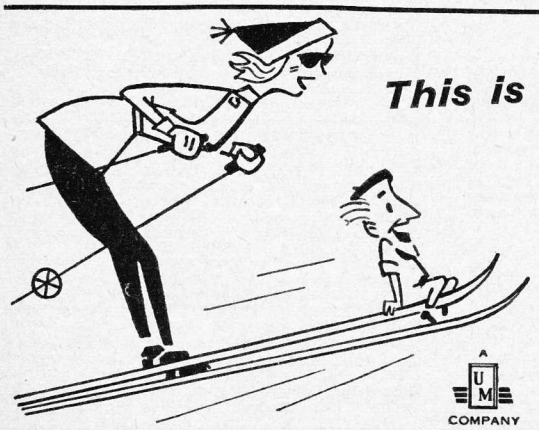
Most perilous section was round the notorious "black gorges" on the Chambery-Monaco section, where black ice suddenly formed after rain. This was accompanied by dense fog, reducing speed to a crawl. Bitter cold caused freezing-up of the windscreen, despite a most efficient defroster unit. Surprisingly enough it was perfectly clear and dry on the Col du Granier and the Col du Cucheron; but a few hours after they had passed over, the roads were reported covered with deep snow. Real wintry conditions were experienced on the Col de Rousset, rutted snow having frozen rock-hard.

They found that the last section to La Turbie was very difficult with unexpected ice patches on corners where the sun didn't quite reach adding to the hazards of narrow, twisting roads.

This emphasizes the gamble of the rally. Some entrants may find roads perfectly clear, whilst others might experience the worst possible conditions. With something like four hours separating first and last competitors, it becomes rather like a gigantic lottery.

BRISTOW WINS FALSE BAY "100"

IN spite of injuries received in a crash while driving an Alfa Romeo saloon in an earlier race, Chris Bristow (Cooper-Borgward) won the South African False Bay "100" race in Cape Town. He came away with no less than six trophies.



This is almost like driving an MGA 1600!

With the increased capacity of a 1,588 c.c. engine giving 79.5 b.h.p. at 5,600 r.p.m., *plus* front wheel disc brakes and improved rear wheel braking, the incomparable MGA 1600 takes the lead among sports cars for speed allied with safety. Traditional MG flexibility and toughness combined with vividly heightened performance make this the car you've always dreamed of driving. Gay new colours—open and coupe models. Meet the MGA 1600 at University Motors *now! Hire purchase and part exchange.*

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YMS 147.

Built for David Brown and passed on to Peter Collins. The condition of this car, finished in Empress red, compares with a 1958 model. Fitted Vantage engine, Alfin brakes, radio, heater.

All available works extras.

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£1,095.

Six months' comprehensive guarantee.

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The appearance of this car is in keeping with the usual standard of Works turnout as is the mechanical condition. Must be unbeatable in *Formule Libre*, Hill-Climb and Sprint events and assured of good starting consideration in Formula Events. Complete with eight alloy wheels, 24 alternative gears, spare springs and trailer, long-range fuel tanks, etc.

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Exchanges and terms arranged.

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£825.

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And many other good sports cars.

We specialize in individually selected Austin-Healeys and TRs.

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Hudson's Garage, Darkes Lane,
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Potters Bar 6181 or Hatfield 3861 evenings/weekends.

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Aston Martin DB2, 1952. Dark blue/grey interior, radio, heater, spots, Vantage unit **£975**
Frazer-Nash Mille Miglia, 1952. Two-seater, in B.R.G., washers, tonneau, F.N.S. unit ... **£765**
Swallow Doretti, 1955. Two-seater, in pale blue, X tyres, heater, washers, tonneau **£565**
Berkeley, 1959. Two-seater, in yellow, one owner, 6,000 miles, 492 c.c. Excelsior unit, etc. ... **£445**
Allard J2, 1951. Two-seater, in B.R.G., 4.3-litre, de Dion, etc., very potent **£395**
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offer

Swallow Doretti, 1954. In dark green with black hood and tonneau, overdrive, wire wheels, X tyres, heater, spots, etc. **£595**
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Ford Mistral Specials. Choice of two extremely well-finished examples, from **£250**
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TRIUMPH

THE CHEQUERED FLAG, LONDON
offer

TR3A, Nov. 1958. Super in primrose with black interior, discs, wire wheels, X tyres, heater, washers, etc. **£835**
TR3, 1957. In pearl white, discs, X tyres, heater, tonneau, washers **£735**
We also have another TR3A, two TR3s, a TR2 and a very low mileage two-owner "2000" roadster.
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Chiswick High Road, W.4.

THE CHEQUERED FLAG (MIDLAND), LTD.
offer

TR3, 1956. Two-seater, in red with black hardtop, three-speed overdrive, wing mirrors, X tyres, etc. **£625**
TR2, 1955. Two-seater, in blue, fitted heater, tonneau cover, X tyres, etc. **£545**
We have a selection of two TR3s and a TR2, all very realistically priced.
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TR3A—IMMEDIATE DELIVERY—ONE ONLY

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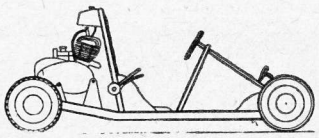
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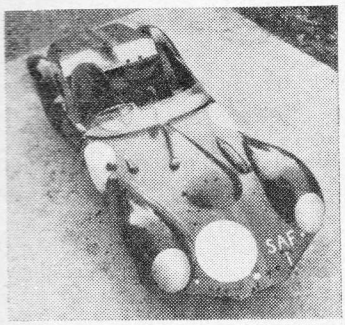
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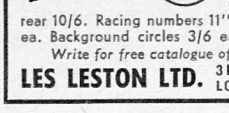
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Correspondence—*continued*

Oulton Park—Grand Prix?

THE correspondence in your recent issue on the above has caused a number of enthusiasts to write to my company direct. All letters give us encouragement and support.

Naturally, ever since we started to build Oulton Park we have had this in our minds, and it is with this idea that my company sends me to many other circuits in this country and abroad.

We believe that the British Grand Prix should be the showpiece of British motor racing, and that it should be held on the finest circuit from both the drivers' and spectators' points of view. If we take the drivers' point of view it is acknowledged that Oulton Park is the only road racing circuit in this country of adequate Grand Prix length. The existing Formula 1 lap record is held by Stirling Moss in a Cooper-Climax at 97.64 m.p.h.

Should future circumstances demand, my company last year secured a long lease on a further 50 acres to provide for the possibility of extending the circuit to 3½ miles, utilizing all but about 300 yards of the existing track. At the same time this would enable us to resite the pit area, cut out Old Hall Corner and lengthen start and finish area.

From a spectator's point of view Oulton Park is ideal, because the public are allowed with safety both inside and outside the track. Spectator accommodation is unequalled, as the contour of the ground provides natural grandstands, and we believe that the majority of people prefer to watch from a number of vantage points, if readily accessible, rather than from one static point on the outside of a circuit.

Geographically, Oulton Park is almost in the centre of England, and with the improvement to our trunk road system makes it the shortest journey for the greatest number of people.

Denis Jenkinson, in his letter in your issue of 25th December, refers to the control of the sport, but we believe that the R.A.C. would be delighted to stage the British Grand Prix under the best conditions, and we would welcome any club capable of the organization. We would go further, and say that we believe that the British Grand Prix should not be the monopoly of any club or circuit, but should be promoted by an association of all interests, so that the event can be staged under the best possible circumstances. Further, the financial results, successful or otherwise, should be apportioned fairly amongst those who shared the original risk.

In the long run we would all benefit by the introduction to thousands of new spectators of the spectacle of motor racing presented in the best manner.

Finally, if the demand is for Oulton Park we are ready, but at the same time if there is another circuit with better claims, and my company can be of any assistance, we are also ready.

R. M. FOSTER,
Managing Director, Cheshire Car Circuit, Ltd.

CHESTER, CHESHIRE.

REFERRING to your correspondents requesting to hold the British Grand Prix at Oulton Park instead of Silverstone and Aintree, I raise these points:

Holding the Grand Prix at Oulton Park would be disastrous. Cooper Cars would make a 1-2-3 victory, like Ferrari did at Avus, whereas Silverstone is probably the finest circuit in the world for competition. Every make of car from Cooper onwards has done well at Silverstone.

ILFORD, ESSEX. PETER H. WILLIAMSON.

Colonel McEvoy

YOUR report on Colonel McEvoy in Sports News (1st January) brought back nostalgic memories for me. Your readers, perhaps, will be interested to know that Michael McEvoy not only made motor-cycles, but he actually raced his products as well. They were big 980 c.c. J.A.P.-engined outfits blown by Roots blowers, real "hairy" monsters!

I well remember him in a three-lap race at Brooklands. Each lap, on passing the Fork, he went into a tank-slapping wobble, quite frightening to behold. On coming back into the Paddock he was grinning like a Cheshire cat and holding a broken gear lever in his right hand. It then transpired that he had changed gear so viciously at the start that he had snapped the gear quadrant completely off, and had ridden the three laps holding the broken lever in one hand and steering with the other.

I wonder if he still laughs at the incident. For my part, my hair still stands on end when I think of it. Anybody who has ridden the Outer Circuit on two wheels will know what a fight it was with both hands.

Colonel McEvoy was also responsible, with Laurence Pomeroy, for the development of a supercharger giving a variable degree of boost, controlled by a Bowden cable. I wonder what happened to this project?

CHINGFORD, E.4. L. BROOMFIELD.

World Championship

I WOULD like to say a few words concerning the World Championship.

Firstly, although I am not an ardent Stirling Moss fan, I do think he is is the best racing driver today. With all respect to Jack Brabham, I think Stirling Moss could beat the World Champion nine times out of ten—given equal cars and conditions.

Surely this should not be so—a driver third in the table who is so obviously better at driving a racing car than the Champion.

Therefore I would like to know what objections there are against re-introducing the system whereby the team-leader can take over a team-mate's car when the leader breaks down. To my mind this makes the race more exciting since there is more likelihood of the best drivers staying in the race. Also, watching them catch up is very interesting!

Another question: can anyone tell me the reason for the F.I.A.'s decision to do away with the point for fastest lap? Is it to do with this safety bee or is there a deeper reason—if they can think that deeply?

J. W. FLEMING.

SHALFORD, SURREY.

Sebring—also M1

SOON after Sebring I received the Airmail News Supplement to AUTOSPORT and found out the details of the G.P. By far the best coverage I've seen on the race so far in spite of being located only 300 miles from the course.

One of the purposes of this letter is to congratulate you on your article in the 4th December edition of AUTOSPORT on your highway, M1. I thoroughly enjoyed and sincerely agreed with everything you had to say on the subject. Your observations on our speed limits and enforcement in the U.S. are all too true.

One point I think you neglected to give enough consideration to is the density of the traffic on our highways which is some justification for our limits. Never having seen, let alone driven on, M1 I am in no position myself to make any comparison. I do wish you the best of luck in preventing the precedent of open road speed limits being established. I never enjoyed motoring as much as I did while I was stationed in England some years ago.

DONALD S. SAMMIS, JR.

EGLIN A.F.B., FLORIDA.

Racing Car Show Tributes

NOW that the first annual Racing Car Show has come to a flying finish may we, as exhibitors, nominate Ian Smith for victor's laurels for his organization and energy.

So soon after an exhibition of this kind, it is difficult to make a firm assessment, but what is tangible is that attendance has obviously been far larger than was anticipated and would seem to have confirmed Mr. Smith's optimism in including "Annual" in the title.

The B.R.S.C.C. and the exhibitors obviously have to sit down and count the cost, now.

Our first comment is that if a proportion of the wonderful enthusiasm and interest is reflected in orders, we should be very pleased to exhibit again. It has given us the valuable opportunity to meet, and discuss added performance, with many other interested motorists.

We do know that Alexander Engineering Co., Ltd., at Haddenham and Alexander Motortune in Kensington have been much busier with telephone enquiries; and written enquiries per day have doubled.

What also is tangible is that our bookings for conversions have definitely increased during the Show, and Alexander Motortune had arranged £380 worth of bookings in one afternoon. These were not orders taken at the Show, but could easily have been the result of Show literature well digested.

This is a commercial comment, but for motor sport generally we feel sure that the Racing Car Show has contributed considerably to the popular welcome which Formula Junior cars and special equipment have received.

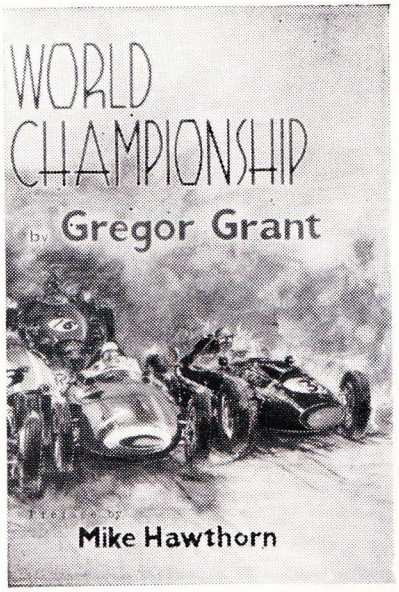
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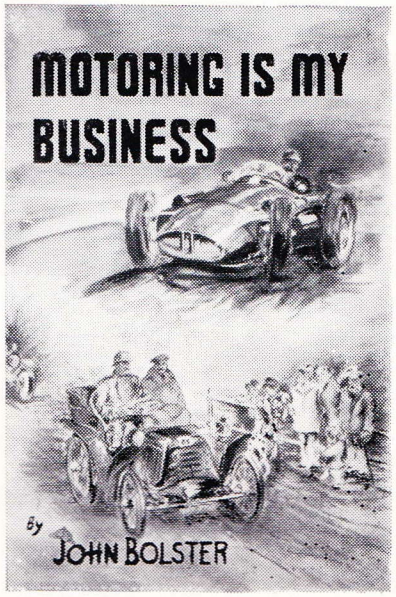


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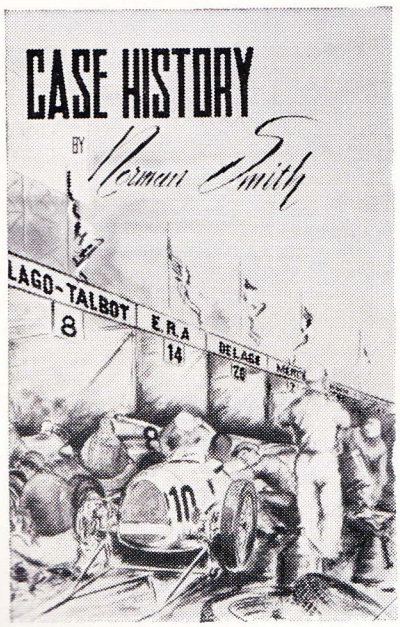


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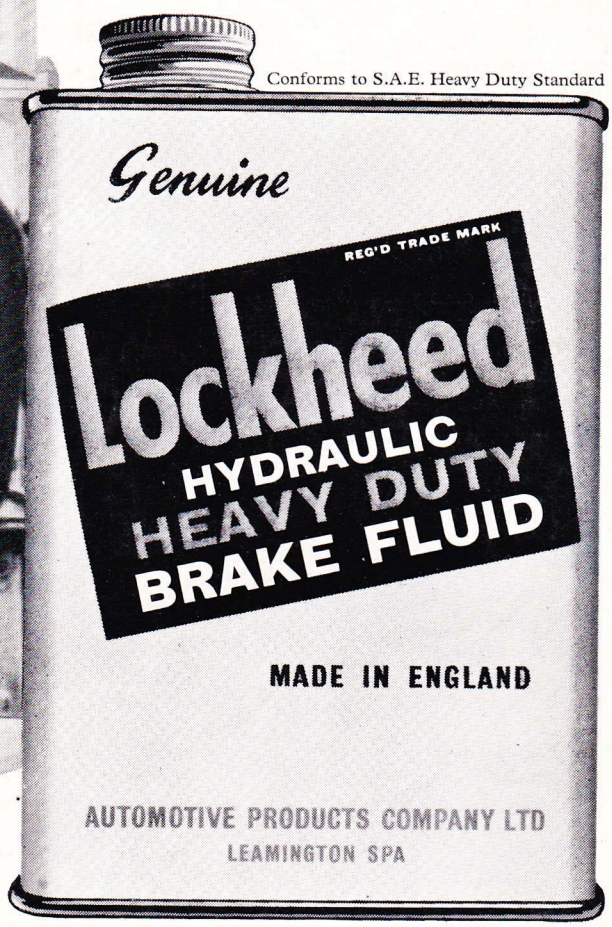
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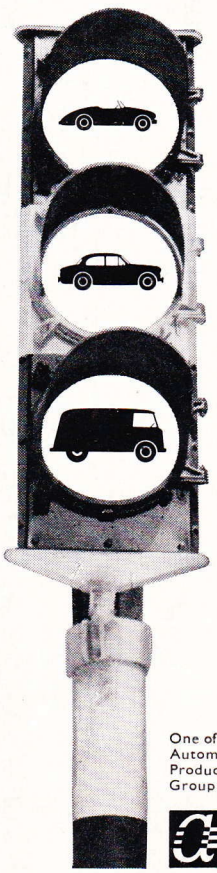
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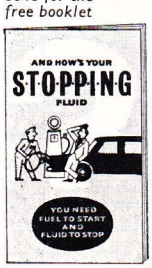
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