

# AUTOSPORT

OCTOBER 28, 1960

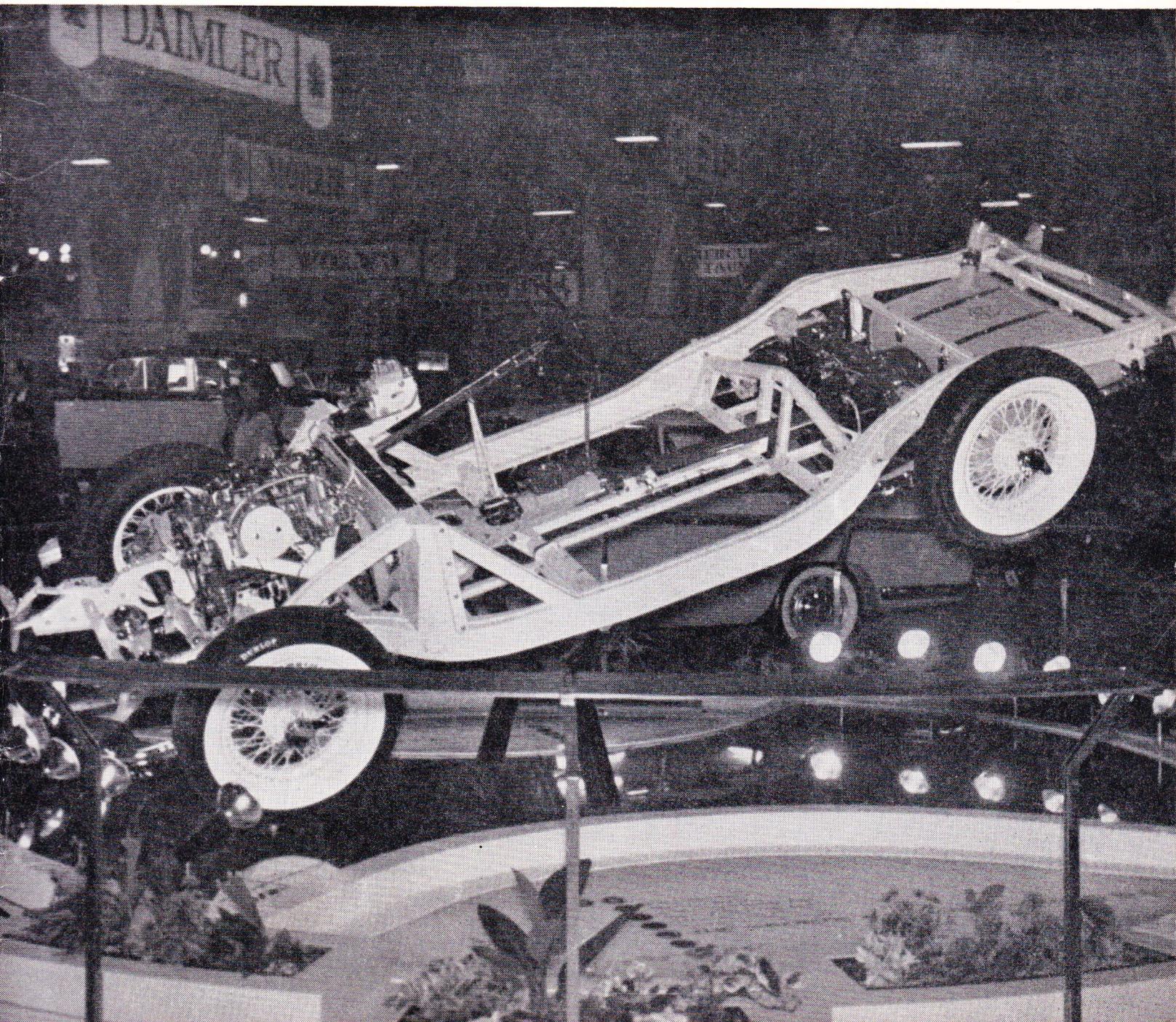
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EVERY FRIDAY  
Vol. 21 No. 18

BRITAIN'S MOTOR SPORTING WEEKLY

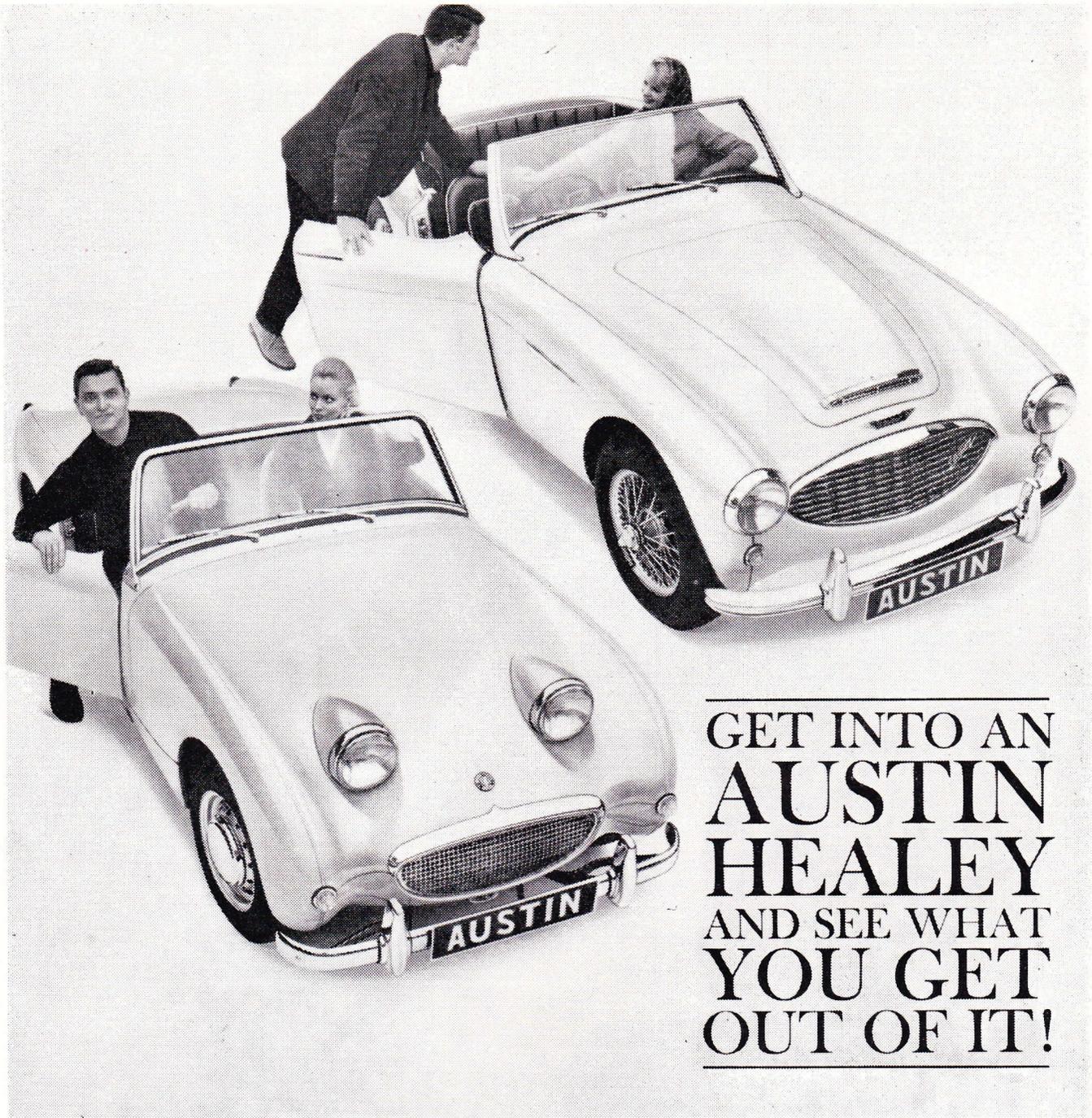
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THE EARLS COURT MOTOR SHOW—FULL REPORT AND PICTURES  
JOHN BOLSTER TESTS THE FACELLIA 1600 : PAGE AT THE PARIS SHOW



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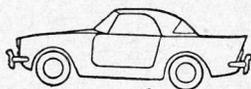
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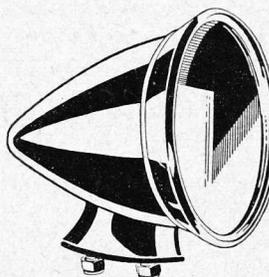
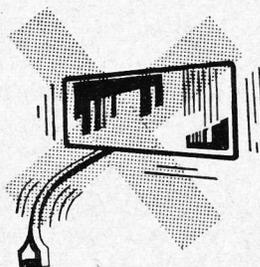
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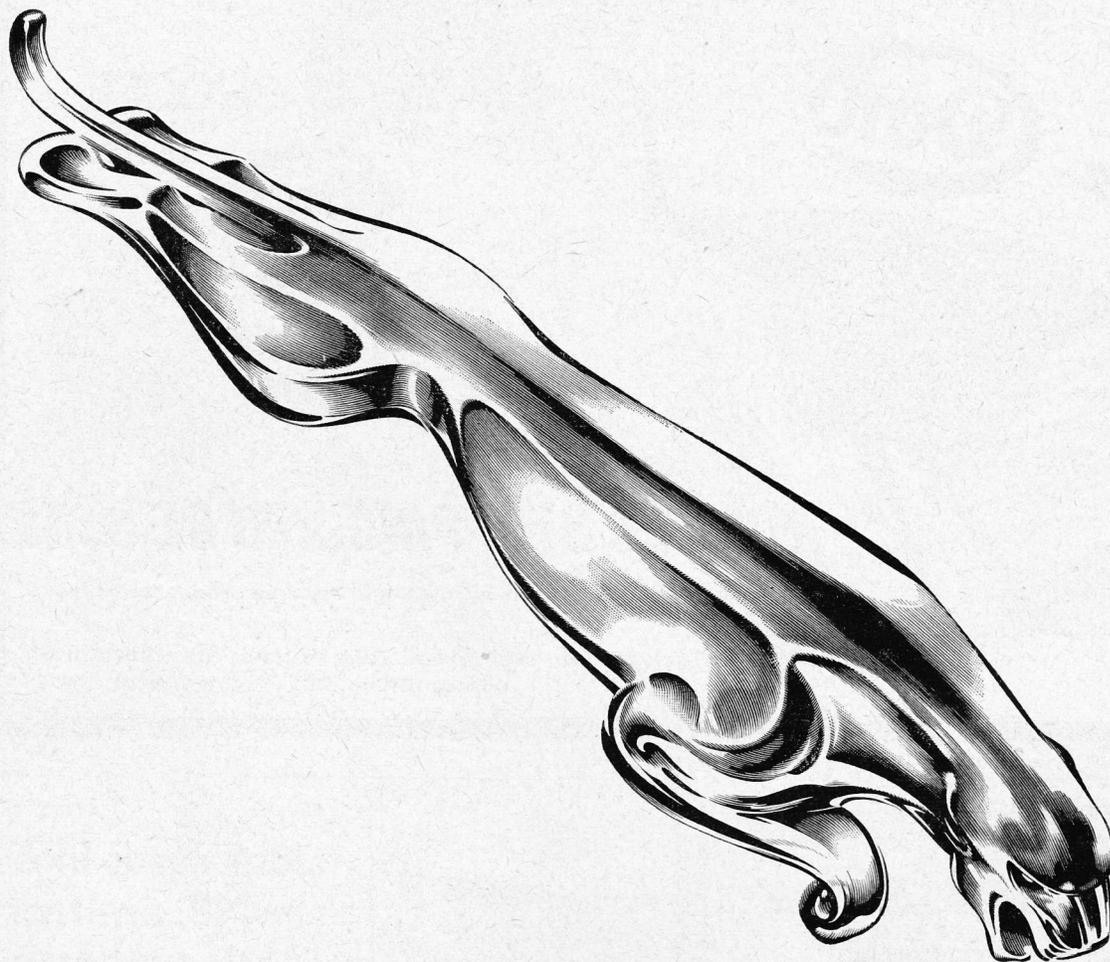
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BRITAIN'S MOTOR SPORTING WEEKLY

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

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## EDITORIAL

### INTER-CONTINENTAL

IT will be interesting to see whether or not the Inter-Continental formula will be supported by the leading entrants. So far, it has met with a comparatively lukewarm reception, and racing car constructors are more concerned with the new 1,500 c.c. formula, with its World Championship titles, than either retaining existing two-and-a-half litre cars or making any plans for three-litre machines. Although Inter-Continental must provide faster racing, the very fact that it does not carry full grand prix championship status automatically makes it "second league" stuff. At the best it can only be regarded as *formule libre*, with a three-litre limit, and one cannot anticipate promoters laying out considerable sums for starting money without a guarantee that races will attract top-line drivers in first-class machinery. The only thing that could save the Inter-Continental formula would be support from any of the prominent constructors *plus* the Americans. The more one looks at the problem, the more one realizes that the C.S.I. may have given into requests for such a formula, but in so doing have made it extremely impractical to operate it on a paying basis.

### DOORS AND WINDOWS

As any main dealer will confirm, far too many vehicles reach the public with unsatisfactory door and window fittings. Doors that refuse to close and windows that either jam open or shut, are much too numerous. On some of the lower-priced cars, the fittings are entirely inadequate and give trouble from the start. Whilst these things may appear to be trivial they do cause considerable annoyance, and it is not always easy to obtain, and have fitted, the necessary replacements. Door locks, too, come in for criticism; surely it is about time that efforts were made to make locks more thief-proof than they are at present—particularly when both ignition and door locks often have the same key. It has been found, too, in the past that insurance companies' premiums are based in some measure on the thief-proof qualities of the car to be insured, and if, as in the case of at least one popular small car, the window-catches totally lose their efficiency after a few thousand miles then the car can scarcely be regarded as a good risk. Complaints such as these, however, are not the only ones to arise frequently. Unlabelled light and windscreen wiper switches, badly placed minor controls and even important ones are too easily and too often discovered. And in these instances not only inconvenience but even actual danger may be caused. A little more study in this direction would repay amply the time spent upon it.

### OUR COVER PICTURE

EARLS COURT, 1960: With little new in the London Motor Show it is to presentation that one must turn, and in many cases a great deal of thought has gone into the exhibits. This one is a magnificent stripped and sectioned M.G.A chassis, which has really drawn the crowds.

## PIT and PADDOCK

THE Girling stand will display a representative range of disc brakes and drum brakes at this year's Turin Motor Show from 3rd to 13th November. They will be of similar type to those now being used by Alfa Romeo, Fiat, and other well-known makes of car.

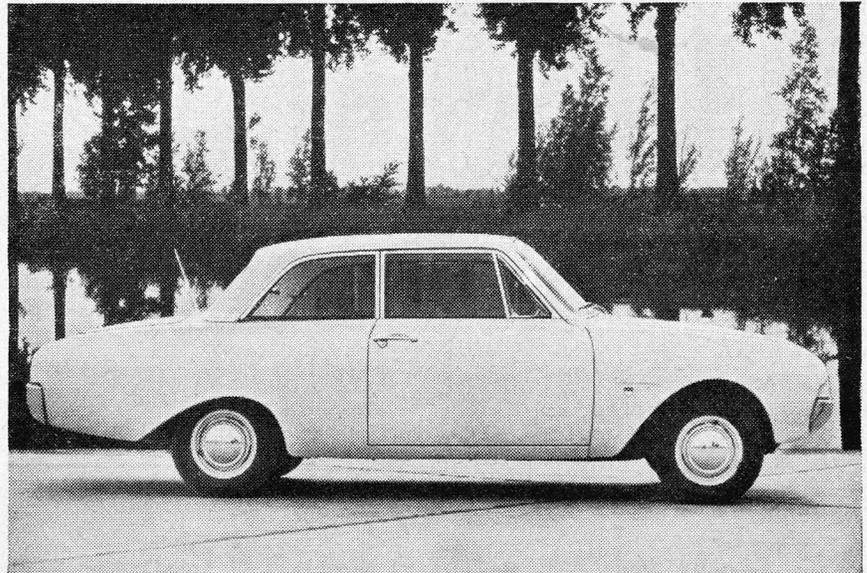
FAIRTHORPE, LTD., have announced the introduction of a new saloon car, the Electrina. This two-seater (occasional four-seater) saloon will be fitted to the 1960 version of the Electron Minor chassis with four-wheel independent suspension, rack-and-pinion steering (turning circle 23 feet) and a twin-carburettor 948 c.c. engine.

JACK BRABHAM, World Champion driver for 1959-60, will be the first recipient of the Hawthorn Memorial Trophy, it was announced recently.

After Mike Hawthorn's tragic death, the Royal Automobile Club, in association with other racing or automobile organizations, launched an appeal to provide a national memorial in memory of the man who was the first Briton to become World Champion driver. The fund, which will remain open until the end of the year, already amounts to more than £6,000.

ONE of the longest and most gruelling car rallies in the world is to be held in Canada in the spring of 1961. The rally, a test of driving skill and endurance rather than speed, will take competing drivers some 3,000 miles across an all-Canadian route from Montreal to Vancouver.

Details were announced recently by the sponsors of the rally, the British Columbia International Trade Fair and Shell Oil Company of Canada, Limited. The event is planned to draw attention to the Trade Fair being held at Exhibition Park, Vancouver, 3rd-13th May, 1961. The finish of the rally will be at Exhibition Park on 6th May. The starting date, prizes and the closing date for entries will be announced shortly.



CHRIS SUMMERS did not damage the front suspension of his junior in the Empire Trophy race as reported—in fact he only bent the nose of the Lotus.

JOHN ALEY'S Mini-Minor (in Appendix J tune, i.e., one carburettor) at last week's B.R.S.C.C. meeting was lapping consistently under 70 secs. and made a fastest lap of 68.6 secs.

OWING to expansion, Palace Gate Garage is moving to larger premises. As from 1st November their works will be at Aspenlea Road, Fulham, S.W.6. Telephone No.: FULham 2763.

LOLA CARS, LTD., have asked us to point out a matter of fact concerning Dennis Taylor's unfortunate crash at Brands Hatch in his Lola Junior. Dennis's car was fitted with a B.M.C. "A" series engine, and due to this it was not possible to fit Lola steering arrangements. He therefore found it necessary to fit a column of another make.

We are pleased to report that Dennis suffered no serious injuries and will soon be perfectly fit once more.

### PAGE AT THE PARIS SHOW

On the facing page are five Theo Page detail sketches of some interesting features of the Paris Salon. Top left is the remarkable five-bearing crank Simca Rush engine; on the front of the bottom fan-belt pulley can be seen the newly introduced Vandervell-developed centrifugal oil filter. Top right is a sectioned drawing of the compact generator fitted to the Chrysler Lancer. Centre left: the front suspension of the Lancer, and centre right, a sectioned detail of this interesting American car's valve-gear. At the foot of the page is a cutaway drawing of the complete car.

### B.R.D.C. INNOVATION

THE Race Organizing Committee of the British Racing Drivers' Club has been given discretionary powers to pay up to 100 per cent of the agreed amount of appearance money, to entrants and drivers whose cars and drivers have practised in good faith, but are prevented from starting due to circumstances beyond their control.

This is indeed a sporting gesture.

### MONTLHÉRY 1,000 KMS.

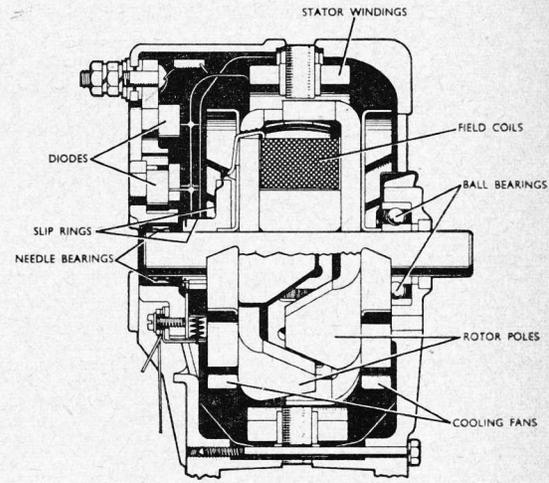
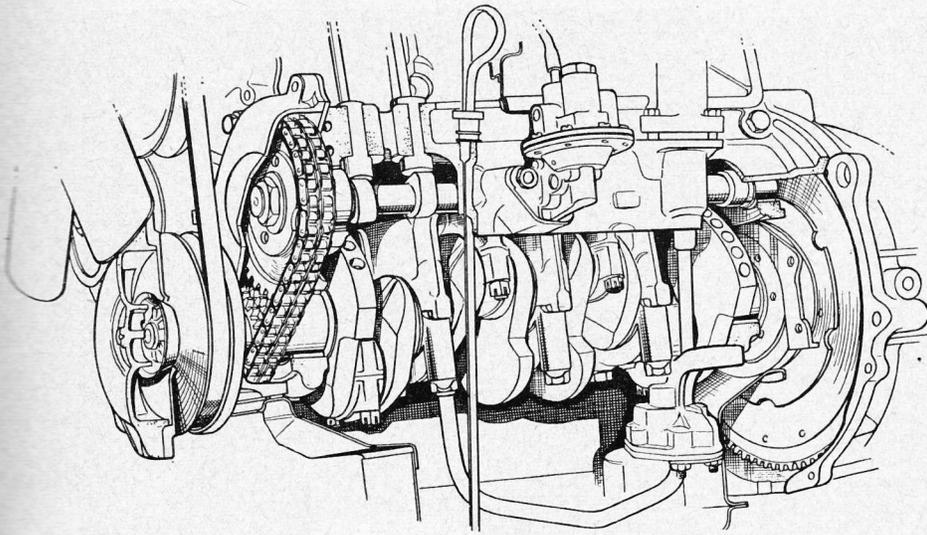
SUNDAY'S 1,000 kms. race at Montlhéry resulted in a sweeping win for Ferrari, these cars taking the first four places. Winning car was that of Gendebien and Bianchi, which completed the distance in 6 hrs. 54 mins. 46.8 secs. The Whitehead/Taylor Ferrari took fifth place, and the Salvadori/Ireland Aston Martin sixth, ahead of the Porsche driven by Graham Hill and von Hanstein. The Stoop/Riley Porsche took 13th place.

1, Gendebien/Bianchi (Ferrari); 2, Mairesse/von Trips (Ferrari); 3, Schlessler/Simon (Ferrari); 4, "Loustel"/Tavano (Ferrari); 5, Whitehead/Taylor (Ferrari); 6, Salvadori/Ireland (Aston Martin); 7, G. Hill/von Hanstein (Porsche); 8, Cacchiari/Sala (Ferrari); 9, Pilette/Berger (Ferrari); 10, Monneret/Boutin (Porsche).

NEWCOMER from Germany (top of page) is the sleek and lovely Ford Taunus 17 M, which has been wind-tunnel tested and for which lively acceleration and excellent fuel economy is claimed.

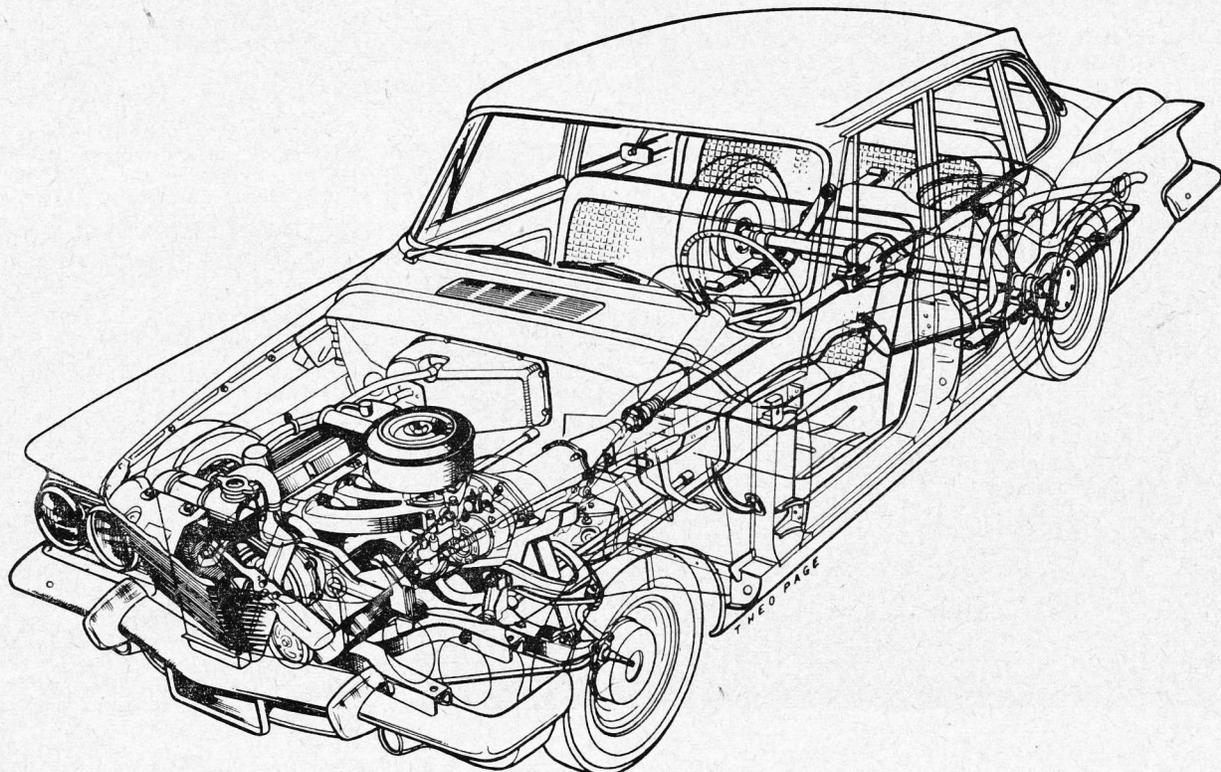
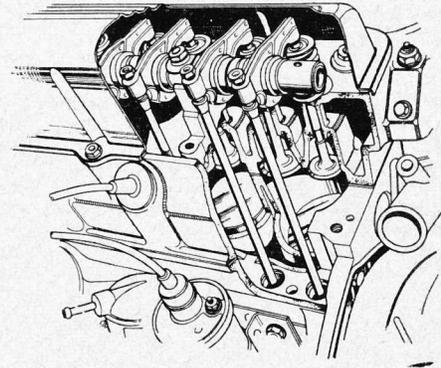
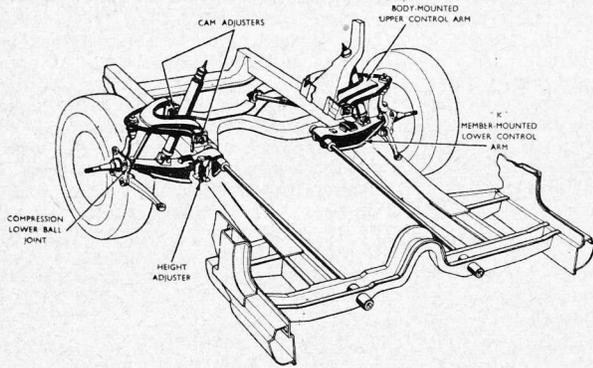
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LEFT: The three Ford Anglias at Goodwood encounter unpleasant weather on their epic run.



# Page at the Paris Show

*Theo Page illustrates some of the Interesting Technicalities which he saw at the 1960 Salon*



# SPORTS NEWS

## BRABHAM LAPS AT AN ASTONISHING 143.4 M.P.H. IN A COOPER FORMULA 1 AT INDIANAPOLIS

JACK BRABHAM shook the U.S. oval-track racing fraternity to its very foundations recently by lapping the famed 2.5-mile Indianapolis "Brick Yard" at 143.403 m.p.h. in a 2.5-litre Formula 1 Cooper. The 34-year-old Brabham, World Champion Driver for 1959 and again in 1960, thus became a serious threat for next 30th May's Memorial Day "500" classic. That is, if he chooses to run.

It was the first time the Australian driver had tested the high-speed, four-turn circuit. Racing officials expressed amazement at Brabham's performance, and the fact that he mastered the tricky circuit with such ease.

Brabham drove the same rear-engined Cooper, with the relatively small Coventry-Climax engine, in which he had gained the World Championship for the second year running in 1960. The car is radically different from the typical Indy car which boasts only two gears; one to move away from a full pit stop, and only one gear to use in the actual race. Brabham's Cooper has five forward gears. Also, the Cooper was running on gasoline, while Indy cars use any exotic fuels they wish. The biggest difference between the two types of cars is, of course, the difference in engine displacement, the Cooper being 2.5 litres and the Indy cars being approximately 4.3 litres.

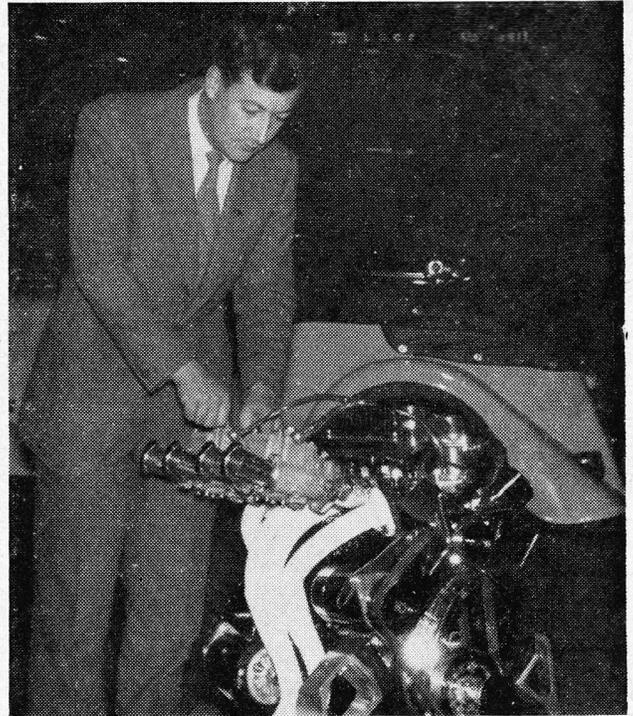
The owner and builder of Brabham's car, John Cooper of England, said, "We still have some things to learn before we decide what to do about your U.S. 500-mile race, but that's what we came here for—to see how the car performs."

The Indianapolis "500" has seemed deceptively easy to other non-American drivers in the past. But Ascari, Farina, and even the great Fangio, have found

★

*SUPER SPORT: TR3 engine which Chris Lawrence has developed for the Competition Morgan Plus Four (which is to be marketed shortly). This engine is almost identical to the one fitted to Chris's own Morgan in which he caused such consternation amongst the works Porsches in the Tourist Trophy earlier this year.*

★



that the "Brick Yard" is indeed a formidable challenge.

One advantage Brabham might have over these illustrious gentlemen is the fact that he cut his racing teeth on oval dirt tracks in Australia, much like the most successful U.S. Indy drivers did. His wide experience in midgets, dirt track cars, plus his extremely capable performances on road circuits, should make Brabham the equal of any U.S. driver.

As for the car Brabham could use in an Indianapolis attempt, his choice could mean the difference between success and failure. Various designers in the U.S. have tried every conceivable approach, and always end up with a more or less conventional Speedway-type of car mounting the familiar and venerable Offenhauser engine. These engines have changed very little through the years, but each season they have been able to

coax a few more horsepower from the ageless and obsolete design. At present the Offy engine is producing about 375 horsepower at a little over 6,000 r.p.m.

Of course, Brabham could use a Formula 1 type Cooper like the one in which he conducted his recent tests. But there seems to be serious doubt that the chassis could stand the severe pounding of the Indy circuit for a full 500 miles. But, using the exact Cooper he drove so spectacularly in his recent tests he would without doubt qualify for the 30th May event.

Of the 33 drivers and cars qualifying for the 1960 "500", the range of qualifying times ran from a top of 146.592 m.p.h. to a low of 140.378 m.p.h. Brabham's time in the Cooper was 143.403 m.p.h. In fact, 10 of the 33 drivers qualified at speeds between 143.0 m.p.h. and 144.0 m.p.h.

Keeping Brabham's time in the Cooper in mind, here is how he would have made out and what he would have been up against in the last "500" race. Jim Rathman qualified at 146.371 m.p.h. and eventually won the race at a new record average speed of 138.768 m.p.h. Rathman won a record \$110,000 in prize money.

Even the first car to drop out of the 1960 race, on the 11th of 200 laps, took home \$4,380. The driver who won the least amount of money of all the 33 drivers starting the 1960 race took home \$4,010.

The fact remains, Brabham's was an astonishing first-time attempt, and with a little effort and a lot of "Indy Luck", Brabham-Cooper-and-company could bring the Union Jack a lot of glory next 30th May.

GORDON H. MARTIN.

*PLEASURE is registered by John Cooper as he "fondles" the crankshaft of a Coventry-Climax grand prix engine, while Basil de Mattos of Laystall's (who provide these cranks) looks on.*





*PAST WINNER of the B.T.R.D.A. Gold Star, Eric Jackson (right) concentrates hard. ABOVE: Mike Lawson puts on some lock to clear an obstacle.*

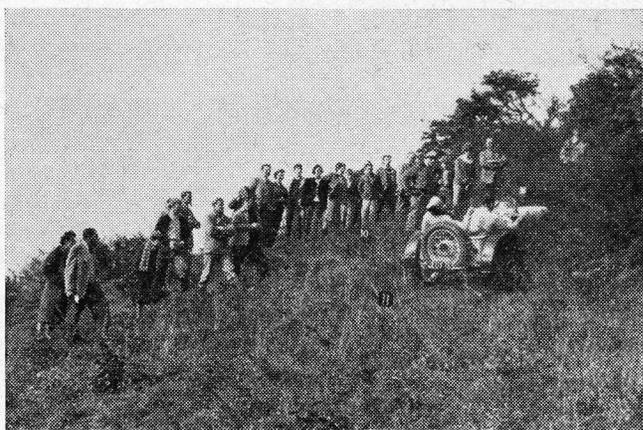


# Up She Goes!

**Maidstone & Mid-Kent M.C. Event Portrays the Winter Sport of Trialing**



*GOING THROUGH a rough section is Geoff Newman, while other drivers wait their turn and watch critically.*



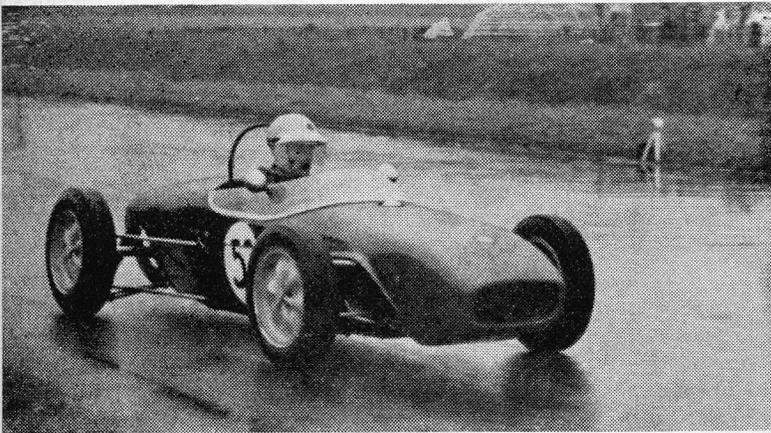
*DODGING the course markers, David Render sets off on the early stages of a neat ascent—with a large audience.*



*UNUSUAL attitude is adopted by Ernie Chandler's passenger as Ernie pilots his VW-engined car over a tricky spot.*

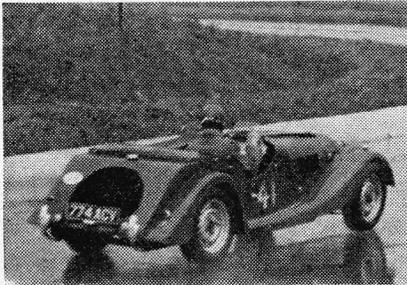


*NEARLY THERE—one last effort and the car will have completed a testing hill—and the photographers record the fact.*



## B.A.R.C. Sprint—Oulton Park

P. J. Doyle (Lotus F.J.) Makes B.T.D.



*AT SPEED:* (Above, left) P. J. Doyle drove his Formula Junior Lotus to record best time of the day at the Aintree Sprint.

*MUD-SPATTERED MINI:* (Above, right) A. Minshaw (Mini-Minor) recorded the best time at L.M.C. Autocross which was a complete mud bath.

*APPROACHING COTTAGE CORNER:* (Left) G. S. Morewood positions his Plus 4 for the corner. J. R. Kennerley (TR3), however, won the class with a time of 1 min, 2.8 secs.

*ALMOST AXLE DEEP:* (Right) Joe Hill presses on regardless—however, as B.T.D. came from his class he didn't earn a pot.

## Liverpool Motor Club Autocross

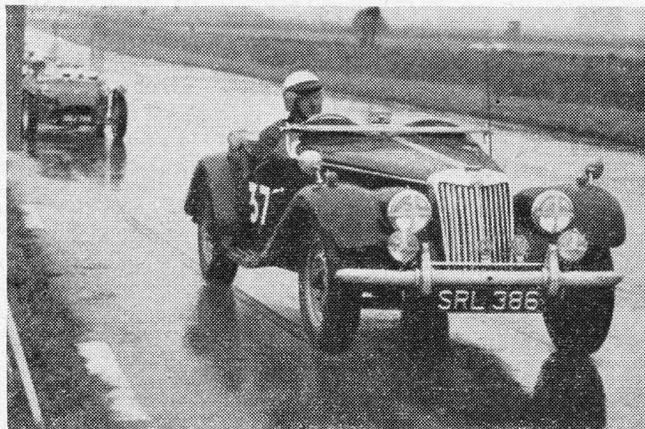
A. Minshaw (Mini) Makes Best Time in the "Mud Bath"



*IN THE WET:* (Above) L. R. Bradford (Lotus 7) appears to be enjoying himself.  
*ACCELERATING AWAY:* (Below) J. R. Young (M.G.) passes the timing apparatus on his first run.



*CLASS WINNER:* (Above) M. Hazlewood (M.H.S. Spl.) on his winning run.  
*LADY COMPETITOR:* (Below) Miss M. McVinnie drove her Anglia in fine style.





LEFT: Leading the pack at the start of the G.T. race is R. A. Gibson (XK 120) just ahead of Chris Lawrence (Morgan), Graham Warner (Elite), Jimmy Clark (A.-H. 3000) and Colin Hextall (TR3).

BELOW: Spectacular shunt. The offending steering wheel which caused Dennis Taylor's incident can be seen still airborne. The wheel was not a normal Lola fitting, being part of a specially modified steering arrangement.

# Lewis-Evans Trophy Meeting

Records Fly on the Resurfaced Club Circuit

ONCE again the B.R.S.C.C. organized a splendid meeting at Brands Hatch—graced by an excellent entry and good racing conditions. The improved surface saw nearly all the old lap records fall—notably the 1,500 c.c. sports car record to Bruce Halford, and the fastest Junior lap to Jimmy Clark and Peter Arundell (56.8 secs.).

Proceedings commenced with a 500 c.c. event which had a very good entry considering the present trend towards Formula Junior. Jack Pitcher (Cooper) and P. Anthill (Staride-J.A.P.) stalled on the line and B. Rowsell (B.Jr.-J.A.P.) shunted them—however, the rest of the field got under way. Gordon Jones pulled out a comfortable lead on the first lap which he increased lap after lap, finally finishing about 20 seconds ahead of second man Peter Ellis (Cooper-Norton) with A. J. Newton (Cooper-Norton) in third spot.

First car into Paddock Bend, after the start of the G.T. event, was R. A. Gibson's very fast 3.8-engined XK 120. Following hard on its tail were Graham Warner (Lotus Elite), Chris Lawrence (Morgan), and Jimmy Clark (Austin-Healey 3000). As they came round on their first lap the order was the same with the exception of fourth spot which was now held by Colin Hextall, barely a length ahead of Jimmy Clark. Lap three saw Clark pressing Hextall hard, finally taking him on the fourth lap; Bill McCowen also tried to catch Hextall but in doing so spun off at Clearways, re-joining the race about three places down. Gibson also went off on the same lap, losing about 12 places—despite this he came up to finish fifth overall. By now Jimmy Clark was closing up on Chris Lawrence, who in turn quickened up, and started to narrow the gap between himself and Warner. However, with only two laps to go the positions remained unchanged and as they flashed past the finish Warner led by three seconds from Chris Lawrence and Jimmy Clark who had both driven a first-class race.

Without doubt the most exciting race

of the day was the over 1,500 c.c. event. John Russell, who had made fourth fastest practice time and was one of the favourites, had trouble starting his Lotus and, after the field had disappeared through Paddock, received a push-start (this excluded him from the results). As they came past the pits on their first lap Jimmy Blumer (2-litre Cooper Monaco) led from John Bekaert (Lister-Jaguar) with Bruce Halford (Lister-Jaguar) and Shane Summers (Lotus) pressing hard. The next lap saw Bruce Halford take John Bekaert for second place and start to close on Jimmy Blumer; later Shane Summers, who was really having a go, went a little too quickly at Clearways and spun off. Lap 12 saw Bruce Halford right up behind Jimmy Blumer as they went into Paddock, and when we saw them again, going up towards Druids, the red Lister-Jaguar led the Cooper Monaco—a lead which was held until Bruce took the chequered flag, ahead of Jimmy Blumer and John Bekaert. Bruce Halford had

driven a superbly judged race, setting up a new lap record of 57.4 seconds.

The John Davy Trophy event saw Jimmy Clark and Peter Arundell knock the old Junior lap record for six—the two Team Lotus entries had a comfortable lead over the field throughout the event which finished with a Lotus one-two. At the fall of the flag Jimmy Clark led the field from team-mate Peter Arundell and Tony Maggs (Gemini).

(Continued on page 621)

### Results

**500 c.c. Racing Cars:** 1, G. M. Jones (Cooper-Norton), 72.21 m.p.h.; 2, P. Ellis (Cooper-Norton); 3, A. J. C. Newton (Cooper-Norton). **Fastest lap:** G. M. Jones, 73.91 m.p.h.

**Grand Touring Cars: Overall Winner:** G. A. Warner (Lotus Elite), 68.13 m.p.h. **Class A:** 1, J. Clark (Austin-Healey 3000), 67.72 m.p.h.; 2, C. D. Hextall (Triumph TR3); 3, R. A. Gibson (Jaguar XK 120). **Fastest lap:** Clark, 69.75 m.p.h. **Class B:** 1, G. A. Warner (Lotus Elite), 68.13 m.p.h.; 2, C. J. Lawrence (Morgan Plus Four); 3, B. McCowen (A.C. Ace-Bristol). **Fastest lap:** Warner, 70.86 m.p.h. **Class C:** 1, K. W. Mackenzie (Turner 950), 64.36 m.p.h.; 2, K. A. Price (Austin-Healey Sprite). **Fastest lap:** Mackenzie, 66.23 m.p.h.

**Over 1,500 c.c. Sports Cars:** 1, B. Halford (Lister-Jaguar), 76.25 m.p.h.; 2, J. Blumer (Cooper-Climax); 3, J. Bekaert (Lister-Jaguar). **Record fastest lap:** Halford, 77.77 m.p.h.

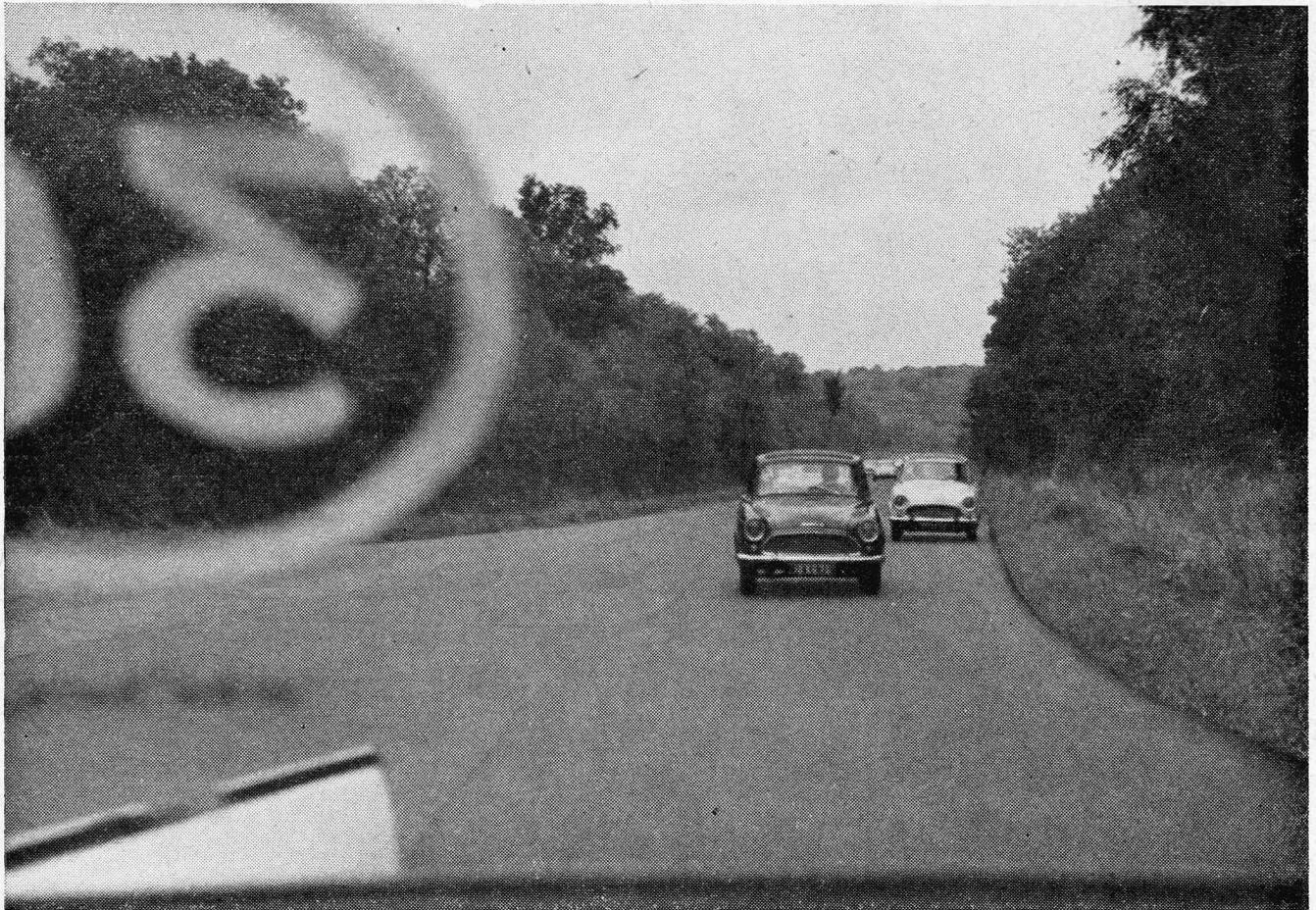
**Formula Junior Race:** 1, P. Arundell (Lotus-Ford), 77.54 m.p.h.; 2, J. Clark (Lotus-Ford); 3, A. Maggs (Gemini-Ford). **Record fastest lap:** Clark and Arundell, 78.59 m.p.h.

**Touring Cars: Overall Winner:** W. A. Powell (Jaguar 3.4), 66.95 m.p.h. **Class A:** 1, W. A. Powell (Jaguar 3.4), 66.95 m.p.h.; 2, B. Aston (Jaguar 3.4); 3, P. Sargent (Jaguar 3.4). **Record fastest lap:** Powell, 68.05 m.p.h. **Class B:** 1, D. B. Haynes (Ford Zephyr), 65.17 m.p.h.; 2, W. B. Blydenstein (Borgward T.S. Isabella). **Record fastest lap:** Haynes, 66.63 m.p.h. **Class C:** 1, J. M. Young (Ford Anglia), 66.45 m.p.h.; 2, A. P. Hedgcs (Austin A40); 3, E. Lewis (Austin A40). **Fastest lap:** Young, 67.64 m.p.h.

**Formula 2 Race:** 1, A. Marsh (Lotus-Climax), 77.47 m.p.h.; 2, J. R. Lewis (Cooper-Climax); 3, S. Hart (Cooper-Climax). **Record fastest lap:** Marsh, 79.15 m.p.h.

**Up to 1,500 c.c. Sports Cars:** 1, K. A. Greene (Gilby-Climax), 74.22 m.p.h.; 2, D. G. Addicott (Lotus-Climax); 3, B. Pinckney (Lotus-Climax). **Record fastest lap:** A. B. Rees (Lola), 77.23 m.p.h.





## BOLSTER ABROAD :

As always, the test day at Montlhéry during the Paris Motor Show was superbly organized with excellent hospitality on a perfect circuit for really vigorous motoring. It was therefore extremely unfortunate that the weather was just about as bad as it could possibly be, torrential rain marring the pleasure of what is certainly one of the most enjoyable events of the year.

Nevertheless, there was work to be done, and so, ankle deep in water, I paddled from car to car and put in many fast miles—I mean kilometres—on the waterlogged circuit. We were using the longest road section coupled to the banking, and the latter became greasy and treacherous in the extreme.

My object was to test three new cars, the Peugeot 404, the five-bearing Simca, and the drophead Citroën DS19. However, I set off first in the Panhard Tigre. The Tigre has been still further improved in detail and has a new camshaft, which gives a little more punch at the lower revolutions, though this is essentially a high-speed engine. A rev-counter is now fitted as standard.

Like the normal PL17, the Tigre has an over-square flat-twin air-cooled engine of 850 c.c. The Tigre engine, however, is tuned to give an almost racing performance, and should be handled accordingly. Although the body is as large as that of a typical 1½- to 2-litre car, the tiny engine fairly flings it along as if it were a mere two-seater.

Let me give you an idea of the performance. The Tigre will reach 50 m.p.h. in second gear, 75 m.p.h. in third, and exceed a timed 85 m.p.h. in top! The acceleration is good, but you must let 'er rev. There is nothing below 3,000 r.p.m. and the useful band is

can get somewhere near 80 m.p.h. The gear gate of the column-type lever is unusual, with first opposite reverse, second and third facing each other, and top away on its own. There is a lot of sense in this arrangement, and I soon became accustomed to it. The all-

## The Journée d'Essais at Montlhéry

between 4,000 r.p.m. and about 6,200 r.p.m. Here, the flat-twin is smoother than most "fours", and at high cruising speeds the Panhard is really effortless.

The modern Panhard is much easier to drive than its predecessors. One can still play some typical front-wheel-drive tricks when driving on the limit, but the roadholding must be regarded as good. The suspension seems harder than before, but this is coupled with improved steering. The arm rest on the door was in the way of my elbow, but in general this is a roomy car of the 4/6-seater variety which can be driven like a sports model.

Next I tackled the new Peugeot. The 404 has a rather larger engine than the well-loved 403, and it is also a more efficient unit. I give this power unit full marks, for it is smooth and quiet, yet it has just that "bite" in its performance and that appetite for revs. that render it an ideal companion for the hard driver.

The maximum speed is in the region of 90 m.p.h. and the high third gear

synchronmesh gearchange is in fact outstandingly good.

The car handles well on wet roads and gives a comfortable ride. The brakes judder a little when applied hard at speed, and the steering wheel is curiously tilted in a lateral plane. However, Peugeot couldn't make a bad car if they tried, and the 404 is another winner.

I wanted to try the new Simca engine with five main bearings. This unit is standard throughout the range, in two sizes and various stages of tune. The first one I took, accidentally I admit, was the Étoile 6 which does not come to England. The 1,100 c.c. engine has a reduced bore of 68 mm. as opposed to the 74 mm. dimension of the other models, the stroke remaining at 75 mm.

The Étoile 6 is an economy car, but it's a bit of a sluggard and not much fun to drive. The suspension is outrageously hard, and this discomfort seems unnecessary in a car that has no pretensions to performance. However, it looks just like the more expensive

models at a glance, uses less petrol, and will probably last for years.

The Simca Montlhéry which I drove was different altogether. This tuned version of the five-bearing engine really works, and something just over 85 m.p.h. is available. One forgives the hard ride because the roadholding is so good, and in wet and slippery conditions one can really take risks without coming unstuck. The new engine is smoother than the previous three-bearing unit, but the gear ratios are rather widely spaced for a French car.

Perhaps the car of the day was the new drophead Citroën. It has better all-round visibility than most cars of this type when the hood is up, and when open is spectacularly beautiful. Probably some weight has been saved, for the performance seemed notably good. At first the engine felt like a typical "big four", but it gave such smooth high-speed cruising that this was forgotten.

Boy, bring me a large box of superlatives! Oh! The roadholding! Ah! The suspension! *Formidable!* The in-board disc brakes! If anybody doubts that a really soft ride can be allied with excellent roadholding, let him try this Citroën. Let him try it anyway for, in the clipped speech of Paris, *c'est sensass!*

After this, the literally enormous station wagon version of the same car was

sampled. This has a less powerful engine and the steering, having no power assistance, needs more winding on sharp corners. This big, impressive machine is perhaps a little over-geared, but it is still a delight to drive and most economical for its vast size. The engine is smoother than that of the DS19, and there are no rattles over bumps.

Next I set off in a Chambord. This is a Simca Vedette with the side-valve Vee 8 engine of 2,351 c.c. It is fitted with a Laycock-de Normanville overdrive that operates automatically. There are two buttons to press, according to your mood, one of which allows the engine to reach peak revs. before the overdrive goes in. The other gives a more leisurely performance with an earlier change up into overdrive, coloured lights indicating when the overdrive takes over.

I found that this fast car handled outstandingly well on wet roads. The ride was fairly hard, but the sensation of absolute control was delightful. The steering and brakes also deserve praise. Certainly the Chambord will exceed 90 m.p.h. and 100 m.p.h. often comes up on the rather fast speedometer. The Vee 8 engine uses a little more petrol than some Frenchmen like, because their fuel is so expensive, but it is not extravagant by our standards.

Finally, I felt like some luxury and

took over a Floride, that little *de luxe* car which makes one feel so good. Provided that the excellent four-speed gearbox is exploited, the 850 c.c. engine is more than willing to propel the pretty little coupé at a fine rate. The handling is typically Renault, but the roadholding and brakes are both better than those of a standard Dauphine. Although the Floride is now an 80 m.p.h. car, the engine is much smoother and quieter than those of the first series.

By far the best feature of the coupé is its comfort over bumps, which is excellent by the highest standards and unequalled by any other small car. It is well finished, luxuriously appointed, and entirely without any vulgar decoration.

To sum up, all the cars of France now have good roadholding. If you accept a back axle, you get a hard ride, but the all-independent machines are outstandingly comfortable. Maximum speeds are going up, and very high second and third gears are often a feature. Fuel economy is, and must be, greatly in demand, and most makers produce a special "economy model" with a smaller engine, which is less fun to drive but lighter on the pocket.

The Journée d'Essais is a most valuable institution, and I feel that in a few short hours I have been able to get a useful cross-section of the French motor industry.

## A Citroen Special—The "GT19"

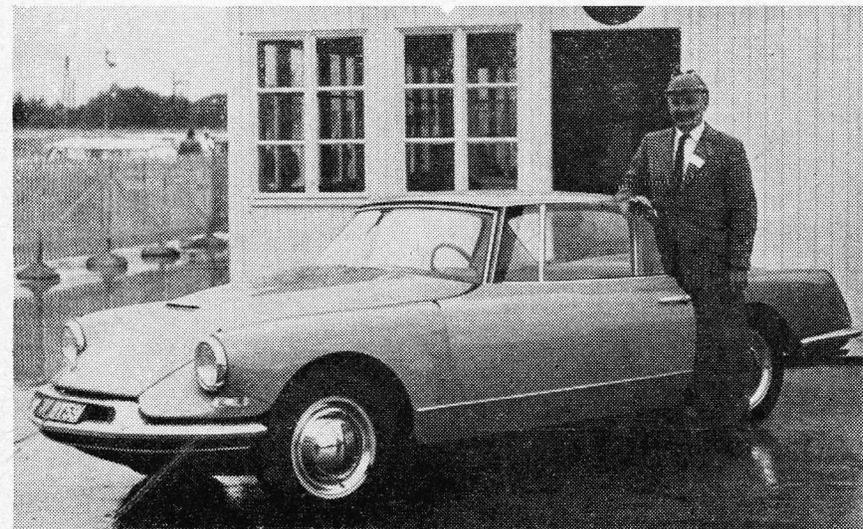
THE Citroën ID19, with its self-levelling all-independent suspension, has probably better riding qualities than any other car, and its roadholding is proverbial. M. Bossaert got the idea that a relatively small grand touring coupé, using the mechanism of the ID19, would be a pretty wonderful car, and he has actually designed and built such a vehicle, which he calls the GT19.

The ID engine is fitted with a special camshaft and the eight-port head of the DS, which carries two twin-choke Weber carburetters. The compression ratio has been raised, and just over 100 b.h.p. is now developed. The wheelbase has been reduced by no less than 1 ft. 8 ins., and a two-door coupé body has been built by P. Frua of Turin.

The resulting car is a two-seater with a very large boot, and its appearance is certainly delightful. It looks smaller altogether than a normal Citroën, and when I took the wheel I felt as though I was in a light sports car. Light it certainly is, for the machine weighs 2 cwt. 40 lb. less than a full-sized ID.

Unfortunately, the weather was too bad during my test to allow of accurate performance figures being taken. However, the slippery roads gave me plenty of opportunity to try out the roadholding. The acceleration was very fine, with no tendency towards wheelspin even on streaming wet roads. Curiously enough, the flexibility and top gear performance were better than normal, possibly due to the light weight. The car was certainly not noisy, and the

THE TECHNICAL EDITOR and the GT19 Citroën, with its two-door coupé body by P. Frua of Turin. Above (centre) is a side view of this very pretty DS-based high-performance Grand Tourer.



standard gear ratio suited it perfectly.

In the past, some "cut-and-shut" cars have not held the road as well as their long-chassis forebears. This Citroën-Special holds the road just as well as a normal ID, and the ride is equally good. The Citroën suspension works exactly as in the original car, and I used the hydraulic lifting lever for raising the ground clearance when I drove over some rough ground.

As would be expected, the maximum speed is comfortably over 100 m.p.h. The shorter wheelbase makes the turning circle very much smaller, and the car can easily be turned round in the average main road. In spite of its high performance there is nothing "difficult" about this coupé, and it makes an ideal fast touring car for the longest journeys.

The price is not yet fixed, but replicas are to be made. For details write to Garage H. Bossaert, Méteren, Nord, France.



JOHN BOLSTER TESTS THE

## *Facel Vega Facellia*

THE Facel Vega has for several years been the only high-performance luxury car built in France. For some prospective customers the big American-engined models have seemed a trifle large and thirsty for everyday use, but the general conception and appearance of the marque has appealed very much. Accordingly, the arrival of the Facellia—a Facel Vega of medium size—has been hailed with considerable enthusiasm.

The basis of the Facellia is a really rugged tubular frame. To this, the pressed steel body is securely welded, comprising a composite structure of the utmost rigidity. In front there are wishbones and helical springs with a torsional anti-roll bar. The steering is by cam and roller. At the rear, the hypoid axle is on semi-elliptic springs. Direct-acting oleopneumatic De Carbon dampers are featured all round.

Dunlop disc brakes are fitted to the four wheels. Actually, they are "extra", but nobody specifies the alternative drum equipment. 5.90 x 14 ins. tyres are installed on the pierced disc wheels.

Without doubt the whole character of the car stems from its engine. This has an immensely sturdy cast iron cylinder block, and the four-throw crankshaft runs in five main bearings. The light-alloy cross-flow cylinder head has eight ports. The twin chain-driven camshafts are supported in ball races and operate the inclined valves in hemispherical combustion chambers. A twin-choke down-draught Solex carburetter supplies the mixture and the exhaust manifold is of

heroic dimensions. The engine is completed by a large light-alloy sump. A Pont-à-Mousson gearbox in unit with the engine has its four synchronized gears selected by a remote central lever. An orthodox open propeller shaft takes the drive to the hypoid axle.

Although the car is compact, it is of extremely sturdy construction and the equipment is lavish. It is not surprising, therefore, that the weight approximates to a ton. However, the slightly over-square 1,646 c.c. engine develops no less than 115 b.h.p. on the high compression ratio of 9.4 to 1. Thus there is plenty of power to propel the vehicle, and the frontal area is quite low.

The body is a two-seater with winding windows which is typical of the best Continental practice. In England it

*CONSIDERABLE enthusiasm hailed the arrival of this fast touring car. The body is a two-seater with wind-up windows and would probably be termed a coupé in this country.*

would probably be called a coupé, and an optional hard-top with a wrap-around rear window is available. There is a useful luggage boot in the tail, and space behind the two seats for more impedimenta or a (very) occasional passenger. The machine is entirely suitable for long-distance touring.

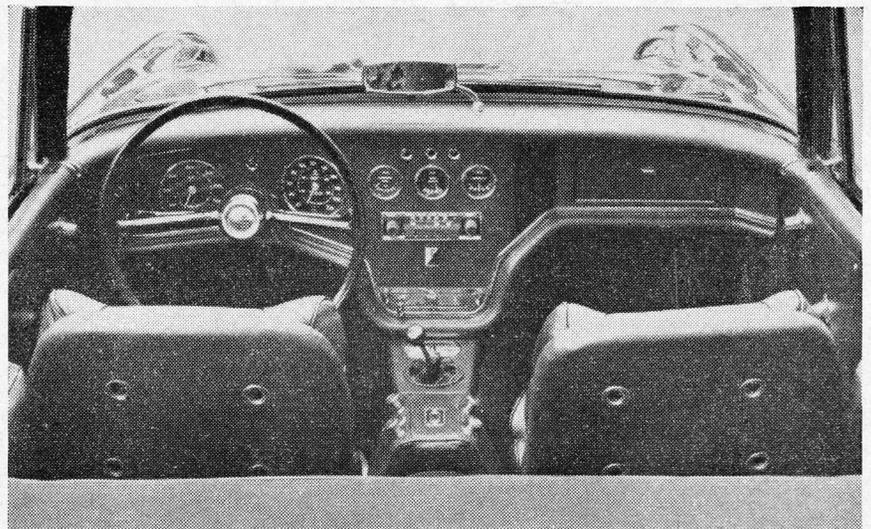
The Facellia is very fast, but it should not be regarded as an out-and-out sports car. It is as smooth and silent as most saloons, and gives a comparable degree of comfort. Yet the performance is well up to sports car standards.

The doors are large, making entry and exit quite easy, in spite of the low build. The seating position is "flat", and the steering wheel is placed sufficiently far forward to allow a comfortable, straight-arm attitude to be adopted. On moving off, it is at once obvious that the engine has plenty of power, and wheelspin can easily be induced on first gear. However, it is impossible to promote rear wheel lop or axle-tramp, which is most unusual with a conventional suspension layout. This may be due to the unusually rigid chassis or to the excellence of the De Carbon dampers—probably both.

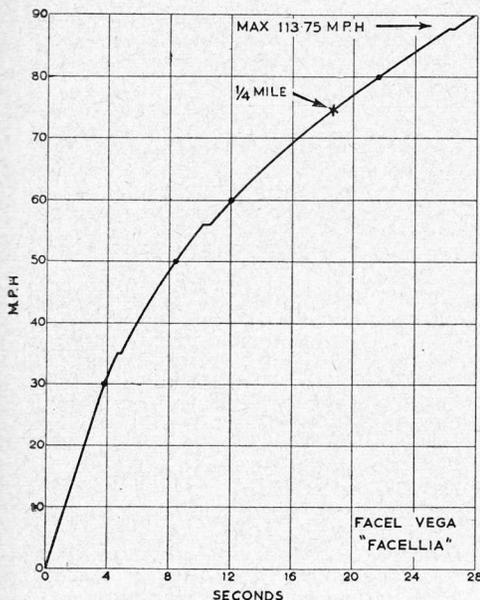
The gear ratios are a good compromise, being sufficiently widely spaced for normal touring and town use, while giving high enough maxima to render fast driving really enjoyable. The change is easy, once one becomes accustomed to the wide movement across the gate from second to third. The clutch takes up instantly after a rapid change.

It is very noticeable that the acceleration persists right up the range. One seems to exceed 100 m.p.h. in the most unlikely places with no drama whatsoever. The ultra-rigid five-bearing engine is smoother than certain "sixes" I know, and seems equally at home wherever the rev-counter needle happens to be. The makers claim that the unit will encompass 7,000 r.p.m., and I am willing to believe them, though I did not try it. Certainly at 6,000 r.p.m. it does not even seem to be getting busy.

Officially observed tests on the Jabbeke road have proved that the Facellia



*FUNCTIONAL dashboard layout is particularly pleasing. The seating position is "flat" and the steering wheel is placed sufficiently far forward to allow a straight arm attitude to be adopted.*



ACCELERATION GRAPH



**SPECIFICATION AND PERFORMANCE DATA**

**Car Tested:** Facel Vega Facellia two-seater convertible, price £2,508 12s. 6d. including P.T.

**Engine:** Four cylinders, 82 mm. x 78 mm. (1,646 c.c.). Inclined valves operated by twin overhead camshafts. 9.4 to 1 compression ratio. 114 b.h.p. at 6,400 r.p.m. Twin-choke downdraught Solex carburetter. Coil and distributor ignition.

**Transmission:** Borg and Beck single dry plate clutch. Pont-à-Mousson four-speed gearbox with synchromesh on all gears and central remote control, ratios 4.1, 5.26, 8.04 and 14.14 to 1. Hypoid rear axle.

**Chassis:** Tubular chassis frame. Independent front suspension by wishbones and helical springs. Gemmer steering gear. Rigid rear axle on semi-elliptic springs. De Carbon telescopic dampers all round. Dunlop 10 ins. disc brakes.

Bolt-on pierced disc wheels fitted 5.90 x 14 ins. tyres.

**Equipment:** 12-volt lighting and starting. Speedometer. Rev. counter. Oil pressure, water temperature and fuel gauges. Clock. Heating and demisting.

**Dimensions:** Wheelbase, 8 ft. 0½ in. Track (front) 4 ft. 3¼ ins., (rear) 4 ft. 2½ ins. Overall length, 13 ft. 7½ ins.; width, 5 ft. 3 ins. Weight, 1 ton (approx.).

**Performance:** Maximum speed, 113.75 m.p.h. Speeds in gears: 3rd, 88 m.p.h.; 2nd, 56 m.p.h.; 1st, 35 m.p.h. Standing quarter-mile, 18.8 secs. Acceleration: 0-30 m.p.h., 3.8 secs.; 0-50 m.p.h., 8.6 secs.; 0-60 m.p.h., 11.4 secs.; 0-80 m.p.h., 21.8 secs.

**Fuel Consumption:** 25/28 m.p.g.

is a 114 m.p.h. car, and I came very close to equalling this speed for a lap of the Montlhéry track. Its speed is thus more than comparable with that of its competitors. Where it is well ahead is in its combination of roadholding and suspension. There is none of that tendency for the rear end to hop about over bumps, and the ride is flat at all times.

The steering feels light and rather "dead" at first, but one soon becomes accustomed to this and feels thoroughly in control of the situation. The brake pedal of the test car had a disconcertingly long travel, but this has now been remedied by a different type of master cylinder. Being Dunlop discs, the brakes are of course immune from fading.

Good roadholding and a willing engine render the Facellia a car in which one naturally hurries. My test was insufficiently long to allow the usual careful checks of fuel consumption to be made, but the thirst of the car was certainly

moderate. This is confirmed by reputable testers, and it can be safely said that 25 m.p.g. may be expected, rising to 28 m.p.g. under good conditions.

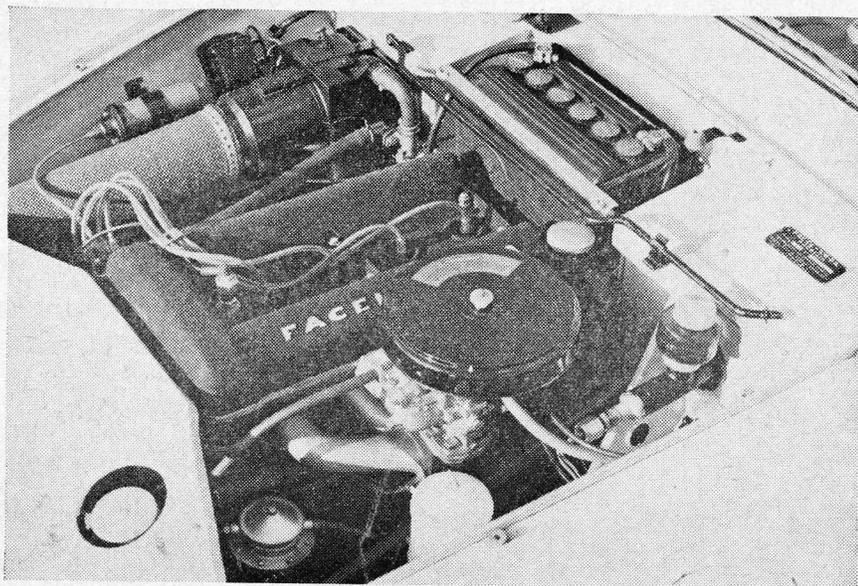
The appearance of the Facellia is

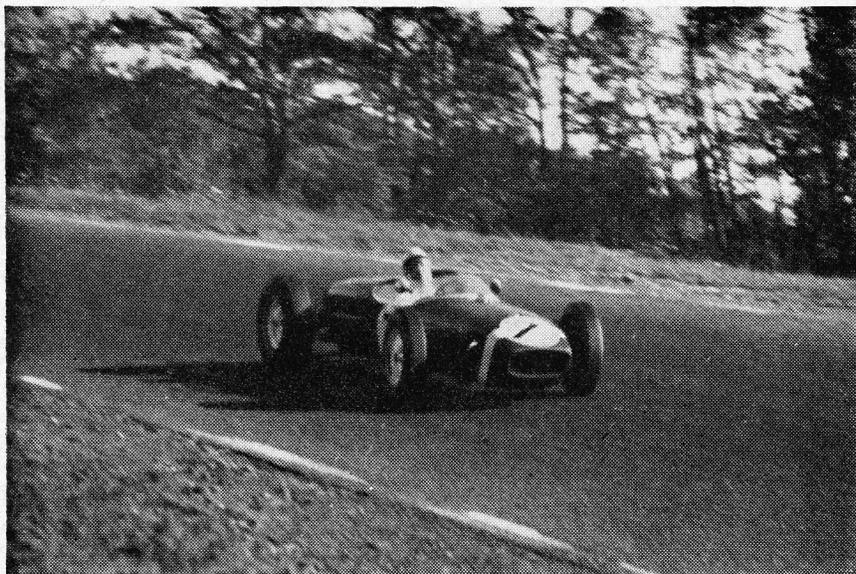
pleasing. Its shape has an obvious similarity to that of its larger sister, and the absence of non-functional bright work must be applauded. The interior is also dark and plain, the instruments having round, clear dials; again there is no decoration. Yet there is something patrician and "expensive" about the car which adds to the joy of driving it.

The Facellia is a new car of strictly conservative design, but it incorporates practically everything that has been learnt about four-cylinder engines and conventional chassis. Accordingly, it is probably the most refined four-cylinder sports car that has yet been produced, and it combines thoroughbred handling qualities with a remarkably smooth ride. This French luxury sports car must be regarded as a very important newcomer.

*ABOVE: Pleasing appearance with obvious similarity to its elder sister. The absence of non-functional bright work is to be applauded.*

*LEFT: Twin overhead camshafts operate the inclined valves in hemispherical combustion chambers. The slightly over-square 1,646 c.c. engine develops no less than 115 b.h.p. on a compression ratio of 9.4 to 1.*





## MOSS WINS AT WATKINS GLEN

Another fine demonstration by the maestro at the  
New York Grand Prix circuit

BY ROSE MONROE

FLAGS to rival the display at the U.N. fluttered in the breeze atop the Kendall Tower at the Watkins Glen, New York, Grand Prix Racecourse on 8th and 9th October. They represented the homelands of the participants in the International Grand Prix—a race of 230 miles (100 laps).

Never has such an array of top driving talent been seen in the United States at a *Formule Libre* event. It is fitting that The Glen, where Grand Prix racing was revived in 1948, should have the honour of hosting this illustrious group:—

Jack Brabham from Australia and World Champion in 1959 and 1960, driving a Cooper-Climax Formula 1; Olivier Gendebien, Belgium, 1960 winner at Le Mans and Sebring, in a Cooper-Climax Formula 1; Stirling Moss, world's uncrowned champion and last year's *Formule Libre* winner (Lotus-Climax F1); and Roy Salvadori, top driver for Ecurie Ecosse (Cooper Monaco), both from England; Joakim Bonnier of Sweden (Cooper-Climax F1), winner of the first *Formule Libre* event at the Glen in 1958; Paul O'Shea (Jaguar D), United States, who has been driving in international competition for some time.

Canadian entries included leading Porsche RS60 drivers, Francis Bradley, driving Eglinton-Caledonia Motors (Toronto) entry, and Peter Ryan, deviating for this event to race Bill Sadler's new *Formule Libre* car.

Built in three weeks and finished only hours before the race, this car stole the show for mechanical interest.

This product of Canada's top constructor is powered by a Chevrolet engine mounted in the rear driving a Halibrand

PHOTOGRAPHY BY ED MONROE

quick-change centre section through hydraulically actuated clutch with no gearbox.

It has independent suspension and disc brakes all round with the rear brakes being mounted inboard.

Stirling Moss took a turn at driving this car on practice day and although he said he prefers an oversteering car (the Sadler car understeers due to the husky anti-roll bar up front), he found that it handled better than his Lotus on the rough sections of the course.

Despite the engine's tremendous torque, the car proved to be slow coming out of the corners and Sadler now plans to install an extra gear to provide the necessary acceleration.

COMING OUT of the chute at the back of the course is the winner Stirling Moss who has just taken the lead from Jack Brabham.

Harry Entwistle of Hamilton, Ontario, entered his Lotus XV. Last year Entwistle finished third in the region's first snowstorm.

James Muzzin of Toronto drove his Porsche RSK, and David Greenblatt, Montreal, entered the Gorries Sadler Corvette.

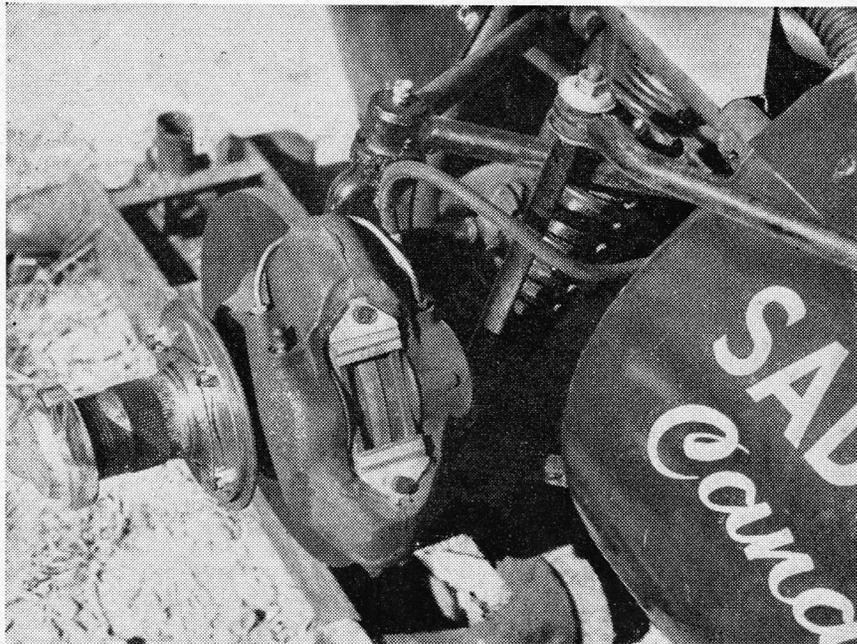
U.S. entries included John Plaisted, Cooper Formula 2, which could not race due to bearing trouble which developed in practice; Stutz Plaisted, in a fast Cooper-Climax Formula 2; Peter Murdoch (Connaught Formula 1), Sy Kaback (Lotus Mk. XV), Bill Bradley (Cooper Formula 1), Herb Swan (Porsche Spyder), Vic Meinhardt (Porsche Special).

After the playing of the National Anthems of the countries represented, the cars drove around the course and stopped in their grid positions. Designated by fastest laps in practice, the starting grid was headed by Moss.

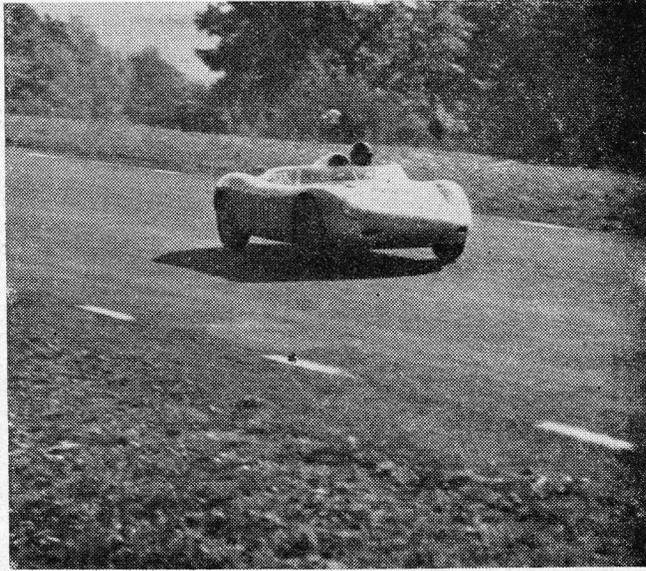
### Starting Grid

J. Brabham 1 m. 16 s.	S. Moss 1 m. 15.8 s.
O. Gendebien 1 m. 16.8 s.	J. Bonnier 1 m. 16.2 s.
R. Salvadori 1 m. 24.6 s.	P. Ryan 1 m. 23 s.
H. Entwistle 1 m. 29.2 s.	S. Plaisted 1 m. 28.4 s.
F. Bradley 1 m. 29.4 s.	P. O'Shea 1 m. 29.4 s.
V. Meinhardt 1 m. 33.3 s.	S. Kaback 1 m. 32.6 s.
B. Bradley 1 m. 35.9 s.	B. Sadler 1 m. 35 s.
J. Muzzin 1 m. 36.9 s.	H. Swan 1 m. 36.5 s.
	P. Murdoch 1 m. 57 s.

Starter Tex Hopkins walked away from the cars, then suddenly turned and made his famous leap with the green flag. This apparently took Moss by surprise for he was a split second slow in starting and as the cars blasted off the grid and screamed up the hill, Brabham had the lead closely followed by Gendebien, Bonnier and Moss. Ryan was fifth, Salvadori sixth, O'Shea seventh, Bill



FRONT SUSPENSION details of the new Sadler *Formule Libre* car. Note the sturdy anti-roll bar which produces slight understeer despite the rather heavy Corvette engine in the rear.



**NO PEACE for the wicked!** The press gave drivers little time to themselves. Here Jack Brabham is answering questions whilst a mechanic works on his car.

Sadler, in the Gorries Sadler Corvette, eighth, Francis Bradley ninth and Stutz Plaisted tenth.

In an unbelievably short time, the leaders came pouring down into the right-angle turn which leads to the start/finish. Brabham had increased his advantage slightly but the first 10 places were unchanged. They were not destined to remain this way for long, however, for next time around Sadler squeezed past O'Shea with Bradley and Plaisted howling at his heels. This put O'Shea back in 10th position. Bonnier and Moss increased the pressure. The four leaders were now tightly bunched.

Bonnier and Moss both edged past Gendebien on the next tour and all three began pressing Brabham.

Meanwhile, Bradley and Plaisted, having passed Sadler, began a furious battle for seventh place.

The leaders continued to run "under a blanket". Moss took second spot away from Bonnier on the sixth time around but the gentleman from Sweden was not disposed to give up that position and promptly took it back on the next tour. Back in the pack, Murdoch, in the Connaught, who had started last, had now picked up four positions and Bradley and Plaisted were at it hammer and tongs.

Then on lap eight, Brabham and Bonnier lapped the Porsche Special of Meinhardt for the second time while negotiating the right-angle turn. Bonnier passed the Porsche on the inside while Brabham was forced to take the longer route on the outside. This gave Bonnier the lead. The only cars now on the same lap were Bonnier, Brabham, Moss, Gendebien and Ryan, in that order. Farther back were Salvadori, Francis Bradley and Plaisted, Sadler, O'Shea and Entwistle who was fending off Kaback.

The tempo of the conflict between Plaisted and Bradley continued to increase. Plaisted, who was cornering on the limit, edged by Bradley on lap 11. Bradley regained the position on 12. Plaisted gunned by again on 13 and so the battle waged.

On the 12th lap Sadler experienced a broken brake line coming into the high

turn after the back stretch necessitating a stop in the pits. Sadler mechanics set to work on the car and repaired the break. David Greenblatt drove it back into the fray on the 70th lap to finish the race.

Ryan stopped in the pits for a check up and fuel on the 18th lap and lost five places.

At the 20th lap the record read: Bonnier, Brabham, Moss, Gendebien, Salvadori, Plaisted, F. Bradley, O'Shea, Entwistle, Kaback.

The four leaders were again closing in and on the 25th lap Brabham slipped past Bonnier to regain the lead.

The reading at the 30th lap was the same as the 20th lap with the exception that Francis Bradley had regained sixth from Plaisted in the 22nd lap. Sy Kaback's Lotus went out with mechanical difficulties.

The leaders were lapping closer and closer together. At the 39th lap one second separated the four and on the 42nd lap one second separated Brabham and third place Moss with Bonnier sandwiched in between. O'Shea moved up to join the fray between Plaisted and Bradley and on the 43rd lap Plaisted and O'Shea passed Bradley.

Excitement was high as the leaders continued to circle in close formation.

The crowd sensed that Moss was about to make his move. Lap times were coming down as gas tanks got lighter. On lap 47 Moss, who was boring in relentlessly, got alongside Bonnier on the back straight—then past. He rested his engine in Brabham's slipstream until they came out of the chute then got on the loud pedal and passed Brabham as they streaked down the back straight.

Brabham went all out in an effort to regain the lead but Moss set a furious pace and by the halfway mark he was leading Brabham by two seconds and Bonnier was very close. Gendebien was losing ground, Salvadori was four laps behind followed by Plaisted, O'Shea, F. Bradley, Ryan and Bill Bradley in a Cooper Formula 2.

Next time around Francis Bradley passed O'Shea.

On Ryan's 56th turn around the course smoke began pouring out of the rear-engined car as it came down the chute into the back straight and he headed for the pits with a blown-up engine.

**WHISTLING DOWN the back straight in the Eglinton-Caledonia Motors' Porsche RS60 is Francis Bradley, one of Canada's top drivers.**

Seventy laps saw Moss leading by five seconds, Brabham second, Bonnier and Gendebien stretched out farther behind. Salvadori was still in fifth. Following were Plaisted, F. Bradley, O'Shea, Bill Bradley and Muzzin.

On the next lap Gendebien was experiencing difficulties and slowed down before the chute. He had to push the car for a bit, then rode down into the pit to leave the race with gearbox trouble. This put Salvadori in fourth.

On the 80th lap, no change in positions. Moss was averaging over 105 m.p.h. Brabham was 6½ seconds behind and pushing.

Francis Bradley, still driving with his characteristic calm precision despite his long struggle, again took over his position from Plaisted on the leader's 82nd lap.

The 90th lap saw Bonnier eliminated with gearbox trouble leaving Moss and Brabham the only two on the same lap. Salvadori in third, Bradley fourth, Plaisted fifth, O'Shea sixth, Muzzin seventh, Murdoch eighth, Entwistle ninth.

As Moss received the coveted chequered flag, Bonnier and Ryan rolled across the finish line to be counted as finishers. Bonnier took third by virtue of his 90 laps.

Stirling Moss in the Lotus-Climax Formula 1 car averaged 105.8 m.p.h. over the 2.3-mile circuit from which the chicane was eliminated. This is 2.8 miles faster than Bonnier's record in 1958.

The Glen has a right to be proud of the good record—beautiful autumn day—no accidents—record crowd—record entry list—and a new record for the course.

**Results**

- 1, Stirling Moss (Lotus-Climax F1), 105.8 m.p.h., 100 laps; 2, Jack Brabham (Cooper-Climax F1), 105.7 m.p.h., 100 laps; 3, Roy Salvadori (Cooper Monaco), 96.5 m.p.h., 91 laps; 4, Joakim Bonnier (Cooper F1), 95.01 m.p.h., 90 laps; 5, Francis Bradley (Porsche RS60), 95 m.p.h., 90 laps; 6, Stutz Plaisted (Cooper F2), 93.2 m.p.h., 87 laps; 7, Paul O'Shea (Jaguar D), 91.9 m.p.h., 87 laps; 8, James Muzzin (Porsche RSK), 83.5 m.p.h., 80 laps; 9, Peter Murdoch (Connaught), 82.8 m.p.h., 79 laps; 10, Harry Entwistle (Lotus Mk. XV), 82.5 m.p.h., 78 laps; 11, Vic Meinhardt (Porsche Special), 77.1 m.p.h., 74 laps; 12, Herb Swan (Porsche Spyder), 77.05 m.p.h., 74 laps; 13, Peter Ryan (Sadler Formule Libre), 59.89 m.p.h., 56 laps.



# The 1960 Earls Court Show

Little of Note to be Seen at This Year's Exhibition

**D**URING the evening of the opening day of the Motor Show, I had occasion to stand for some time outside the main entrance to the building. Nobody was going in or coming out, the usual busy queue of taxis was entirely absent, and an ominous silence brooded over the great hall. Clearly, the public imagination has not been stirred by this exhibition, and it is therefore necessary to write a few political paragraphs.

In the first place, we know that there is something of a slump in the motor industry. It is high time that the purchase tax, that necessary wartime expedient, be scrapped altogether. None of us wants to buy a new car very often when such a large contribution must be made to Whitehall. Without the tax it would be pleasant to order a new car every year, or even more often than that. As it is, we tend to keep our vehicles too long for economy, and the industry suffers accordingly.

The other political consideration is the condition of the roads. For years every government, of whatever colour, has neglected the roads, and though at last our rulers have started to build a few miles of modern highways, it is too little and too late. Most people avoid taking the car out nowadays because they know that unpleasant congestion awaits them, and what used to be their

most cherished possession has become associated with tedium and frustration. During the past summer, in spite of the terrible weather, more than twice as many boats were bought as cars, which is absurd!

Thus, the present doldrums in which

BY JOHN BOLSTER

Photography by George Phillips

the industry finds itself may be put down entirely to the ineptitude of our rulers. Under the circumstances, it was like a slap in the face to have to listen to the weak and pathetic opening speech of Mr. Maudling, the President of the Board of Trade. I shall not soil my pen by reporting a single word of this complacent rubbish, but if anybody would like to start a "Maudling must go" campaign, I would be prepared to take a very active part!

It is not to be expected that new models will be released during a depression, and so the 1960 exhibition contains little of note. It is most curious that some of the best things in Paris do not

*PRESENTATION of many exhibits is first-class, notable being the display by dancers of the Ballet Rambert on the Renault stand.*

reappear at Earls Court, for there was time to rush them over. The lion of that show, the Pontiac Tempest, is not in evidence, though Pontiac exhibit their earlier models. Again, the five-bearing engine of the Simca was shown in section at Paris, but London is denied the privilege of examining it. Such novelties add so much to a show that one regrets the organizers' inability to secure them.

Nevertheless, one must congratulate the S.M.M. & T. on their *volte-face* concerning racing cars. The Grand Prix Cooper very properly appears, with the rear of the body removed to show how it works. Similarly, the Formula Junior Lotus is on view, and if ever a car deserved its place that is it.

Let us get down to details. There are few entirely new cars, but a most important one is the Berkeley Bandit. In the past the Berkeley has failed to appeal to many buyers because air-cooled engines and chain drive have met with some sales resistance. The all-plastic chassis-cum-body also encountered raised eyebrows, possibly not without reason. John Tojeiro has therefore been retained to design a new car, and the result is most attractive.

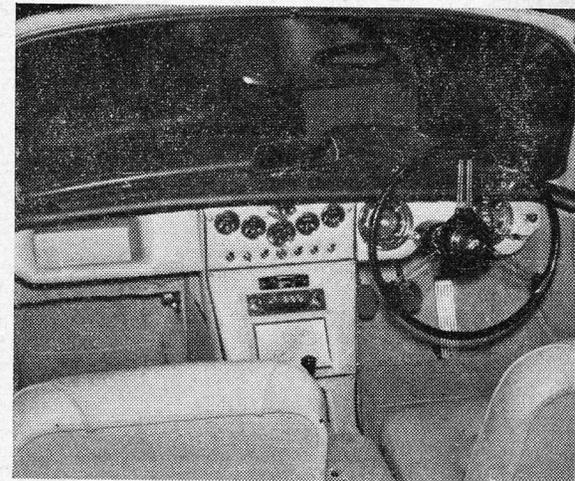
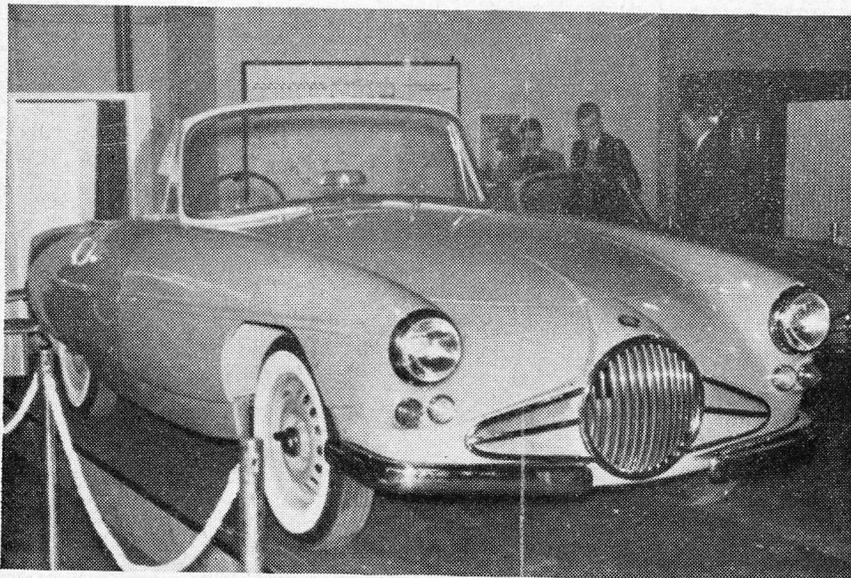
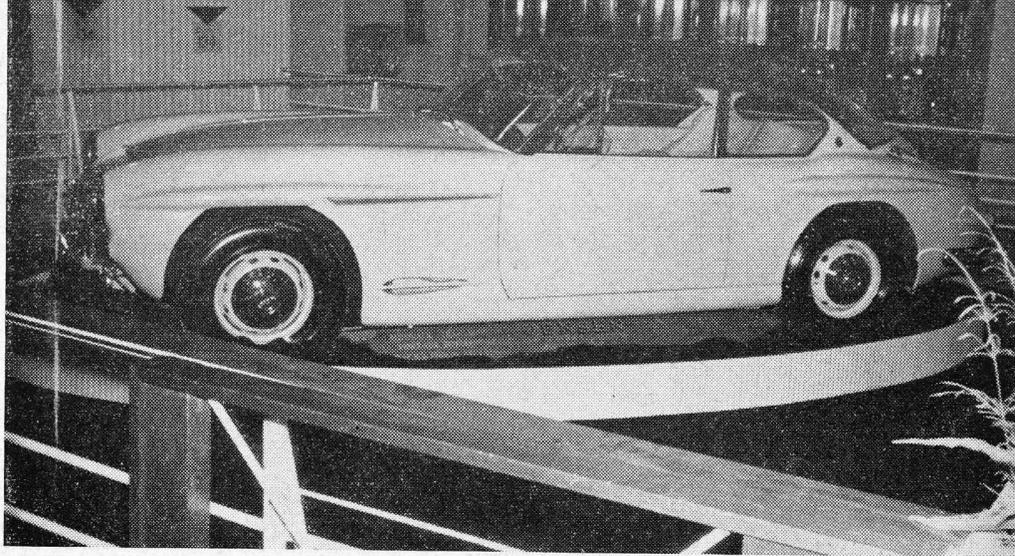
In the first place, a Ford 105E engine has been chosen, for which endless varieties of special parts are already available. A steel box-section chassis is

*EQUIPMENT on the new Jensen 541S includes automatic transmission, a limited-slip differential, disc brakes all round, fire extinguishers and safety belts.*

combined with the floor and the plastic body is entirely separate. Macpherson-type independent front suspension is employed, with rack-and-pinion steering and disc brakes. Most important, however, is the swing-axle suspension of the rear wheels, which should give the Bandit a much more comfortable ride than that provided by the typical small sports car.

Another new car is the Lea-Francis, though it carries a very old name. This is a Zephyr-engined machine, with a Moss gearbox and conventional rear axle. The cigar-shaped styling of the drophead body is at least novel, though one doubts whether the public will accept it in its present form.

A new model of an established friend



*ABOVE: The cockpit of the new Lea-Francis.*

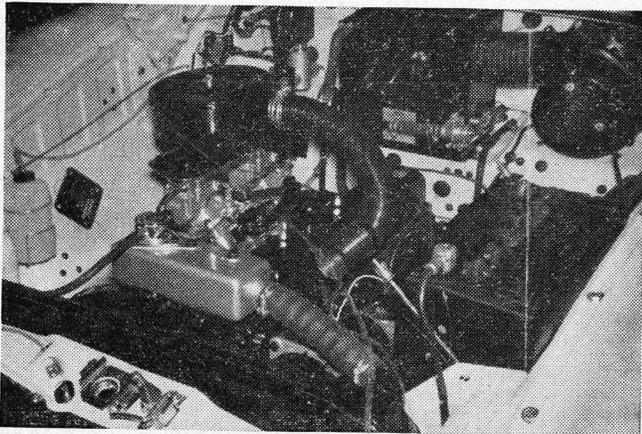
*LEFT: The new Lea-Francis Lynx, showing the novel styling of the body.*

is the station wagon version of the Mini-Minor. This de luxe small car is built on the long wheelbase chassis, and its delightful appearance and literally enormous interior space are making it probably the top selling vehicle at the

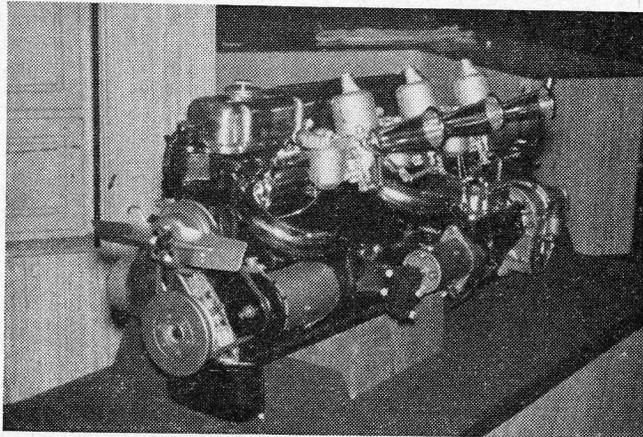
show. There is a long waiting list, alas!

Very interesting indeed is the new six-cylinder engine for the Vanguard. By deleting the wet liners and "siamesing" the bores, a "six" has been produced which is less than 2 ins. longer than the

well-known "four" and is actually more than half a hundredweight lighter. It is of conventional design with pushrod-operated valves, and carries a pair of the new semi-downdraught Solex carburet-



*THE NEW Standard Vanguard six-cylinder engine is a most interesting exhibit, being lighter than the original 2-litre four-cylinder power unit, as well as being less than 2 ins. longer.*



*THE Ford Zephyr engine, as fitted to the new Lea-Francis Lynx model, boasts three carburettors and is mated to a four-speed Moss gearbox. Power output is considerable with the engine in this tune.*

*AMONG the coachbuilders' stands the Zagato-bodied Aston Martin DB4 carries a beautiful small coupé body which contrives to look fierce beyond belief.*

while improvements. Four headlights are fitted, not to follow the new fashion but to gain better lighting efficiency both in the long-range area and the dipped position. Much work has gone into the 3-litre, six-cylinder engine, the lubrication and cooling having been improved. Similar research in the field of road-holding has achieved notable improvements by detail alterations at the front and rear of the car.

Similar improvements to the Sunbeam Alpine are apparent in the new Mark II model. The engine capacity goes up to 1,592 c.c., with a fractional reduction in compression ratio, and a sturdier crankshaft, allied with an improved lubrication system, should give longer life. The clutch has been beefed up to take the greater torque, and the rear spring leaves are wider, while shields are fitted to the disc brakes to protect them from road splashes.

The 3-litre Alvis, with its Graber-designed Park Ward body, is now available with automatic transmission. Power steering is also becoming more popular, being found now on the 3-litre Rover and the Mark II Jaguar. The Morgan 4/4 has had its side-valve Ford engine and three-speed gearbox replaced by the latest 105E components. This must certainly improve the pleasure of handling this small sports car, and one is glad to see that a stripped chassis is shown. Very exciting indeed is the Super Sports Morgan Plus Four. This car is based on Chris Lawrence's successful machine, and a separate engine is shown on the stand. Two twin-choke Weber carburettors are featured, and a special camshaft plus careful balancing form part of the modifications. The final result is 116 b.h.p., which is enough to propel the Plus Four at 115 m.p.h. What about a road test, Peter Morgan?

Another car which I am longing to road test is the Daimler Majestic Major, a 4½-litre Vee 8 which was introduced at the last show and is now fully in production. This must be one of the best-looking big cars on the market, and is a remarkable combination of the modern style with the traditional. The Rolls-Royce Vee 8, which was new in 1959, is now the sole power unit for both Rolls and Bentley cars. The A.C.

*(Continued on page 620)*



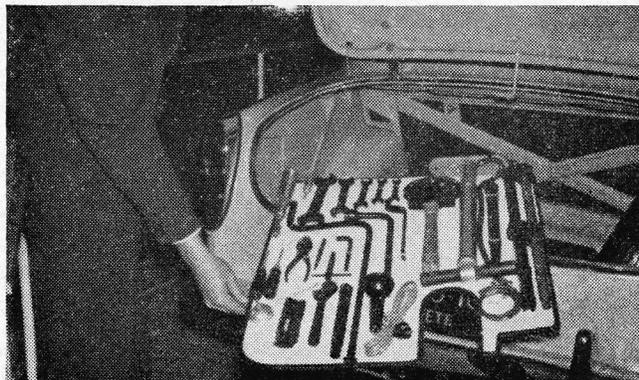
*SPECIAL short-chassis version of the Bristol carries a Zagato body with a typical smooth, rounded tail.*

ters. A very useful increase in performance is obtained, and this engine exemplifies the current trend towards smaller cylinders and more of them.

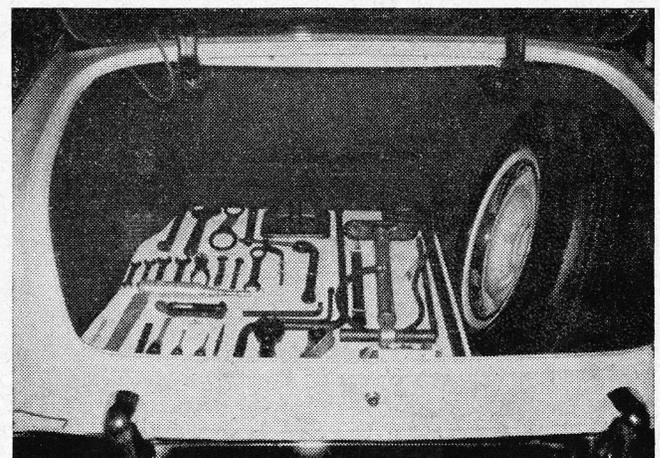
A magnet for the enthusiast is the new Jensen 541S. This redesigned car

still has the 4-litre B.M.C. engine and a plastic body on a massive chassis, but there is 4 ins. greater width for the passengers and more headroom too; the appearance is notably improved. A four-speed automatic transmission is now standardized, and safety belts are fitted.

The engineers at Rootes have been busy. The Humber Super Snipe appears in Mark III form, with many worth-



**RUSSIAN EQUIPMENT:** *The Moskvitch and the Volga each come equipped with tool-kits (above and right) which would stock a workshop, or suffice for a major overhaul!*

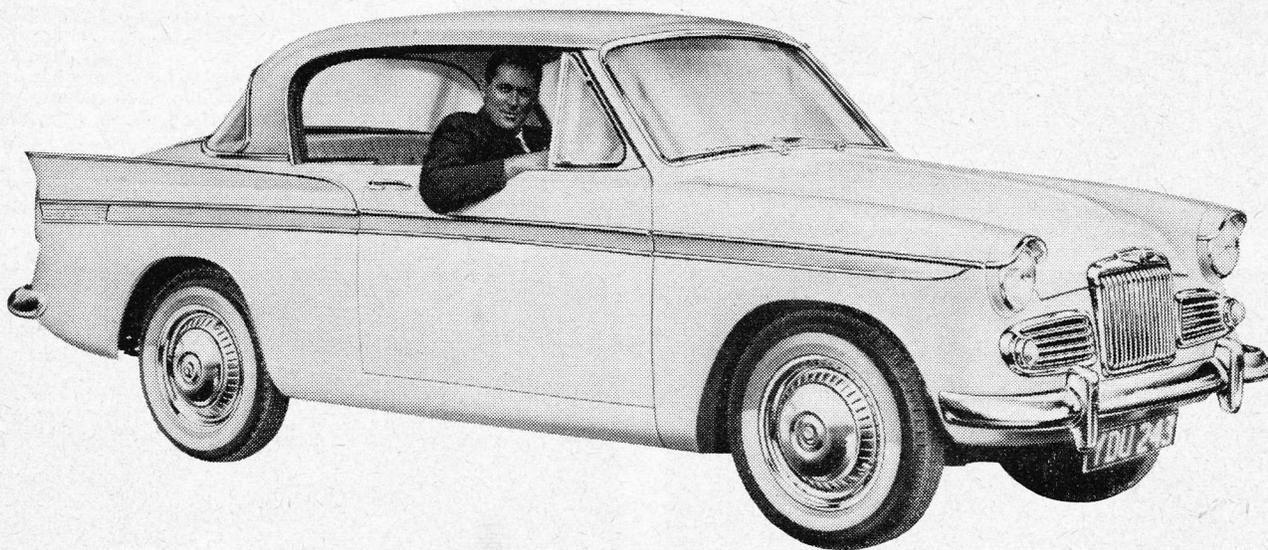


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*DETAIL alterations at the front and rear of the car are among the improvements to the Mark II Sunbeam Alpine, which now boasts a power unit of nearly 1,600 c.c., together with other modifications.*

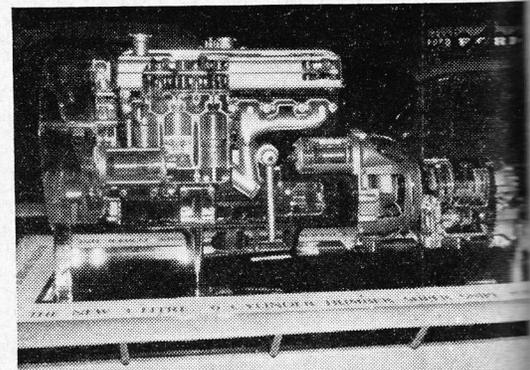
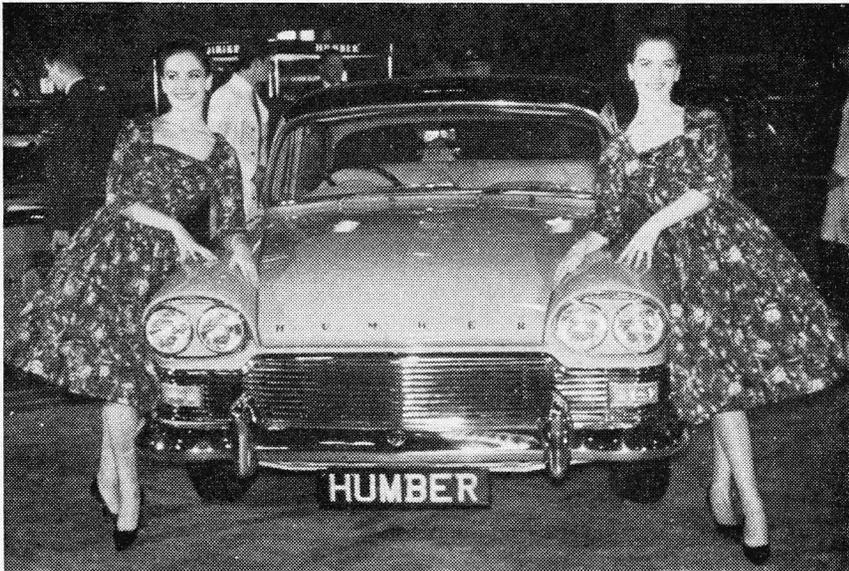
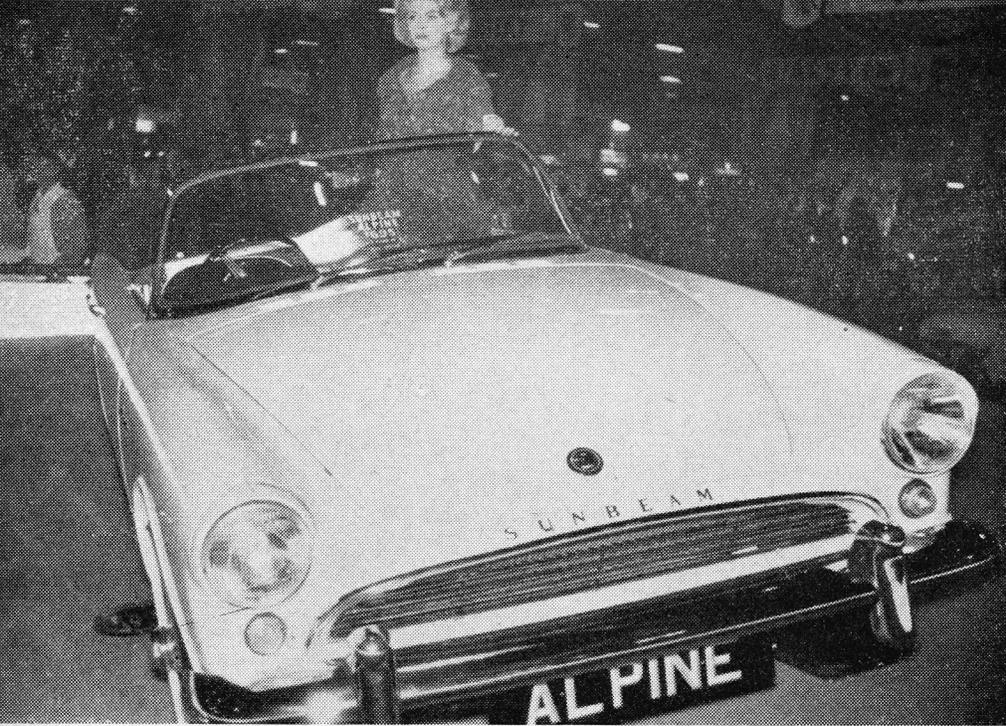
**Earls Court—continued**

Greyhound is prettier than it was last year, and forms a most attractive four-seater speed model. For the young enthusiast of a mechanical turn of mind, the Fairthorpe kit of parts will be a most compelling attraction, and it is very well displayed.

From the above survey, it will be seen that the British motor industry is making steady progress, and though there is no galaxy of new models, many worthwhile improvements are making the cars better value all the time.

Talking of value, the Russian cars, Moskvitch and Volga, go right to the

*TWO SETS of twins (left): The Graham twins, Cathy and Vicki, pose with the twin headlights of the Super Snipe. Below is the six-cylinder Humber engine.*

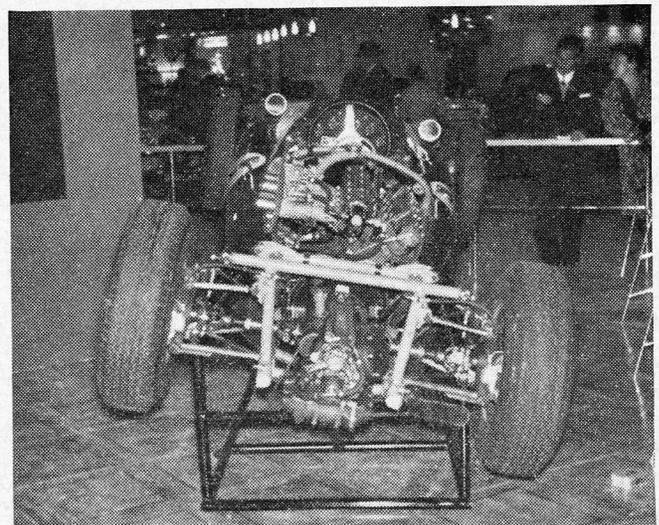


top of the class. The Moskvitch is a conventional medium-sized saloon with a four-speed gearbox and a light alloy cylinder head. This 1,360 c.c. car is very fully equipped, has a radio as standard, and carries a vast tool kit that would suffice for any overhaul. Yet it

*(Continued on page 622)*



*THE LOTUS ELITE appears in Gran Turismo tune and a most pleasing colour scheme—a desirable competition car indeed.*



*IN THE PLACE OF HONOUR is the Formula 1 Cooper, with tail removed to display the "works". It appears with an imposing list of successes.*

# Club News

By MICHAEL DURNIN

**CHARNWOOD C.C.'s** "Charnwood Rally" (which will cover some 170 miles in Notts, Leics, Derbys, and Lincs) is scheduled for 19th-20th November. The event is open to members of East Midland Association clubs and regs. may be had from N. Atkinson, 4 Central Avenue, Borrowash, Derby, who must have all entries by 16th November. . . . **Fylde M.S.C.** have their seventh annual Blackpool Rally driving test meeting on 6th November. The event is open to members of the Northern Association. Secretary of the event is G. S. Murdoch, 270 Newton Drive, Blackpool, who should have all entries by 31st October, although late entries will be accepted until 2nd November. . . . **Wolverhampton and South Staffs C.C.** and the **Owen Organisation M.C.** will promote a closed event—the Dales Rally—on 13th November. Regs. are available from P. J. Shaw, 165 Broadway, Walsall, Staffs, who must have all entries by 7th November. The event, which starts at 2.30 p.m., will cover about 100 miles. . . . **Margate and D.C.C.** will run their sixth Ramsgate Autumn Rally under a restricted permit on 12th-13th November. Regs. are available from J. Quartermain, "Deepdale", Barn Crescent, Margate, Kent. . . . New honorary secretary of the southern region of the **British Motor Racing Marshals' Club** is Barry Simons, Faraday House, 8-10 Charing Cross Road, London, W.C.2. Last season this lively club supplied marshals to every circuit and at almost every race meeting from club level to Grand Prix. . . . **M.G.C.C. (N.W.)** are to have their Cecil Kimber Trophy Rally on 6th November. Details are available from J. R. Hyde, 257A Park Lane, Macclesfield. . . . **Ilkley and D.M.C.'s** closed-to-club main and secondary road winter trial will take place on 6th November. Details of this 700-mile event may be had from L. A. Lloyd, "Glenville", 7 Barrowby Road, Aushorpe, Leeds 15. . . . **Austin A.A.A.C.** Donald Healey Trophy night rally will take place on 12th-13th November. Details of this closed event (which starts and finishes at the Perry Hall Hotel, Bromsgrove) are available from J. M. Bassett, Apprentices' Department, Austin Works, Birmingham. . . . The Pennine Trophy Trial, a closed fully sporting trial open only to members of the **Yorkshire S.C.C.**, will be run on 20th November from Southowram, near Halifax. Details from R. J. Dack, "Traquair", Halifax Road, Cleckheaton. . . . **Fiat C.C.** Mid-Countries night navigation run will take place on 29th-30th October starting at 10 p.m. from Scalford Road, Melton Mowbray. Details from Hon. Sec., Fiat C.C., Fenton, Lincoln. . . . The **Herts County A. and Ae.C.'s** 11th Nocturne night rally will take place on 19th-20th November and will be somewhat different in make-up to previous years' Nocturnes. The distance has been stepped up to 250 miles and controls will be at the roadside as opposed to the "hunt-the-marshal" type of control used hitherto. Navigational methods will not test mathematical prowess. The rally will run into East Anglia with the start and finish near



*GO-GO GLORIA: Not a club picture (although it might be a good idea) —the cynosure of all eyes at the Press preview of the Motor Show was bikini girl Gloria Peel, who appeared on the Goggomobil stand to display finer points (the car's, naturally).*

Stevenage. There will be a class for novices. Clubs invited are the Chess Valley, English Electric (Stevenage), London, M.G., Murphy, North London Enthusiasts, 750, Thames Estuary, Verulam and West Essex. Secretary of the meeting is Mrs. C. P. Tooley, 7 Firs Walk, Tewin, Welwyn, Herts. . . . The Moonlight Rally will be co-promoted by **North Midland M.C., Sheffield and Hallamshire M.C. and Rotherham and D.M.C.** on 10th-11th December. This 250-mile event is open to B.A.R.C., Lancs and Cheshire C.C., Liverpool M.C., Nottingham S.C.C., Bolton-le-Moors C.C., B.R.S.C.C., De Lacy M.C., Eastwood and D.M.C., M.G.C.C. and 750 M.C. Regs. will be available from 1st November from C. L. Smith, 22 Edge Hill Road, Sheffield 7, who must have all entries by 30th November.

## Brands Hatch—continued

Lap three saw the order unchanged but the old lap record already bettered by Jimmy Clark. Positions remained unchanged until lap 13 when Dennis Taylor (Lola), who had been lying fifth, went straight on at Bottom Bend, when the steering wheel came off in his hands. He only suffered cuts and bruises which was very fortunate considering he hit the bank head-on at about 60 m.p.h. With only two laps to go Jimmy Clark was not taking any chances but as he and Peter Arundell came through the back markers Peter nipped ahead. Jimmy immediately put his foot down and equalled the lap record Peter had just set up; despite this he couldn't catch his team-mate, who crossed the line under half a second ahead of him. Tony Maggs, who had followed these two throughout the event, took third place some way ahead of fourth man Peter Ellis (Lotus-Ford).

The saloon car event, already robbed of Alan Hutcheson whose battered 1.5 Riley did not pass the scrutineers (the damage was a relic of the previous week's roll at Snetterton), also lost Doc Shepherd (A40) on the second lap when

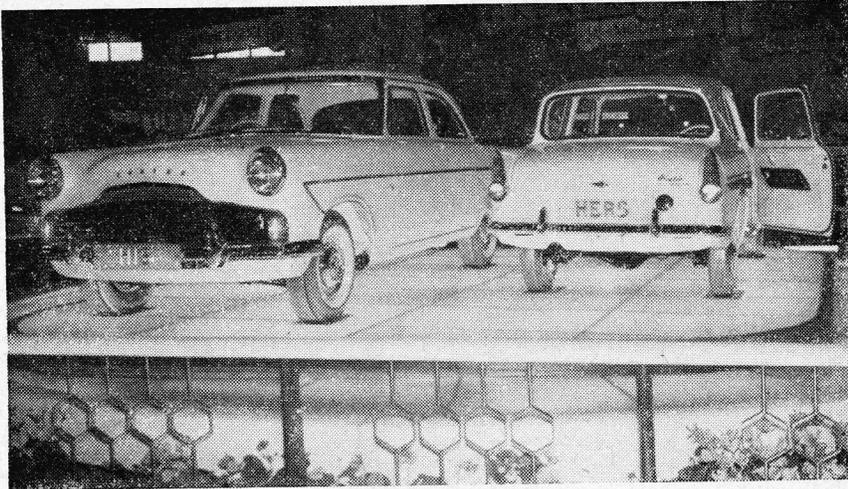
the Doc began to lose it at Clearways, touched John Young's Ford Anglia, completely lost it, tyre adhesion flipping the A40 on its roof. The event lost a certain amount of its usual excitement without these two but despite this Bill Aston (3.4) had a splendid dice with John Young (Anglia). Bill Powell won the larger car class, setting up a new lap record of 1 min. 5.6 secs. Bill Aston followed him over the finish just ahead of Young's red Anglia. David Haynes also broke the lap record in his class with a tour of 1 min. 7 secs.—this was prompted by Andrew Hedges (A40) who pushed him through every corner, eventually finishing ahead of him.

Doc Shepherd was presented with the SupaTura Cup by Marcus Chambers (B.M.C.). Nick Syrett had to drive the Doc round on his lap of honour as the A40 was hardly a runner!

The Lewis-Evans Trophy race proved to be a little disappointing, considering it was one of the last Formula 2 races. Tony Marsh (Lotus) led from start to finish, never really being challenged throughout the 42 laps. Jack Lewis (Cooper) and S. Hart (Cooper), with never more than a couple of lengths between them, finished second and third. Jack Lewis had followed Hart until a couple of laps before the finish when he just nipped ahead. Bruce Halford made a bad start but climbed to fourth position, only to spin off on lap 12.

Keith Greene (Gilby-Climax) won the last race of the day, a 15-lapper for sports cars up to 1,500 c.c. At the fall of the flag Keith was first into Paddock, and, despite being pressed towards the end by Dizzy Addicott (Lotus XI), was never headed. The duel between Alan Rees, Bill Pinckney and Peter Boshier-Jones, which has been in progress throughout the season, continued. Alan Rees, although only finishing fifth (he spun off on the second lap), brought the lap record down to 57.8 seconds. Dizzy Addicott finished second just ahead of Bill Pinckney (Lotus) and Peter Boshier-Jones (Lotus).

PATRICK McNALLY.



**FORD DISPLAY** (left) included a gilded Zodiac labelled "His" and a New Anglia for "Her". **BELOW:** Cheapest car in the show is the Regent T300 Goggomobil. Price (£467 4s. 2d.) includes fully independent suspension but NOT Miss Gloria Peel.

### Earls Court—continued

costs only £759 including P.T. The Volga is a really big car, with an all-light-alloy engine which boasts five main bearings for its four cylinders. Again, extremely full equipment is standard, and the folding seats make up into a bed which is adequate for regular use when travelling long distances. This 2½-litre car costs £1,113, and again the tool kit is sufficient to equip a useful workshop.

The Americans have not bothered to bring us their latest offerings, and the Continental makes were adequately covered in our report of the Paris Salon. Let a few brief highlights therefore suffice.

The beautiful Citroën drophead coupé is not yet available in this country, but the Alfa Romeo and Lancia ranges are well shown, though we shall have to wait for Turin to see the flat-four f.w.d. Lancia Flavia. The 3500 G.T. Maserati must make any man's heart beat faster, and it is well worth while to look under the bonnet and see a real high-performance power unit. An astonishing number of prospective buyers are examining the new Ferrari Pininfarina 2 plus 2. Ferrari 250 G.T. performance with four seats is apparently just what is wanted, and though the price is far from negligible, I actually saw a gentleman on the stand producing his cheque book with a most nonchalant air. For really fierce small cars, the Abarth stand must be the most exciting in the show.

The Facel Vega Facellia is exhibited with a transparent bonnet, which shows the sturdy five-bearing twin-cam engine. The many British Peugeot fanatics are

drooling over the fast and lively 404 and of course the Renault admirers are congregating round the Floride.

There is a large stand containing an elaborate display of Porsches, all of them a delight to the connoisseur of fast motor cars. The Mercedes-Benz range is well presented, and a pre-show announcement made it clear that at last the Stuttgart concern are to espouse disc brakes.

The coachbuilding section is not what

it was, for the great British specialist coachbuilders are no more. The section contains some interesting convertible vehicles and motor caravans, but one must reluctantly admit that an Italian exhibitor steals this part of the show. The Zagato stand is pure Turin, and one may bask in the beauty of three lovely grey cars. An Aston Martin DB4 G.T. chassis carries a small coupé body that looks fierce beyond belief. This desirable 3.7-litre magic carpet weighs just 21½ cwt. A special short-chassis version of the Bristol carries a Zagato coupé with the typical smooth, rounded tail, and the trio is made up by an extremely light Alfa Romeo competition-type coupé.

That is Earls Court 1960, and nobody could call it a particularly interesting show. Indeed, it might be better not to hold it every year under the present circumstances. Perhaps there are no great technical lessons this year, but up in the gallery on the Simms stand, we may be seeing the dawn of fuel injection for the popular car—on which subject I must write further.



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## NEWPORT CAR CLUB FOSTER TROPHY RALLY

THIS restricted event was run recently, starting from the Gwent Service Station, Cardiff Road, Newport. For the first time this event counted towards the newly inaugurated Welsh Rally Championship.

Non-starters reduced the entry to some 20 cars, facing a 270-mile route in conditions which could hardly have been worse. Heavy and continuous rain had been falling for several days and showed no sign of letting up as the first car (Reg Galpin's A7) cast off at 10.31 p.m.

The route consisted of three sections, all on six-figure map references. The first took competitors up through Caerphilly and then to Hirwain, dodging from one valley to another, through Heol Senni to a control near Trecastle, at a new reservoir which was not marked on the map. This caused consternation among some, who thought that the reference had been printed incorrectly as it plotted "in the middle of nowhere". However, those who just followed their bonnets drove straight up with no troubles.

By now everyone had lost time with the exception of W. Rice from North Devon who, in his M.G.A., had only entered some three hours before the start, arriving with a minute to spare, his navigator D. Stone looking quite unruffled.

Most of the retirements came on this section which the organizers considered the easiest of the three; one of these being R. Aspinwall in his TR, who was last seen with the rear of his car somewhat damaged, having been hit from behind by a non-competitor.

Section 2, with 20 points to be visited and reaching nearly to Lampeter, lost most people their greatest number of marks, particularly between checks 9 and 12, and a number were omitted by people trying to make up time, so that there were only four cars late arriving at the petrol halt. There was an hour's break at Powells Garage, Llanwrtyd Wells, the first car leaving on section 3 at 4.39 a.m. for the return to the final control at the King's Head, Newport. The first part over Epynt did not seem to cause any great difficulty, this area of Wales being only too well known to most. Just south of Brecon a short tight section let on to the A470, giving an easy run down to Merthyr and back to Talybont, where the average was reduced owing to the arrival of a very watery dawn.

Conditions, up to now, had been surprisingly good. While there was plenty of mud and water about, no actual flooding had been encountered and all the route had been passable.

It is becoming increasingly difficult for organizers to find roads which have not been rallied before, but one tricky section on the side of a mountain overlooking Gilwern was new to everyone and caused navigators some concern.

The rally was now nearing its end, but proved to have a sting left in its tail, namely a ford near Llandegfedd. When the route had been surveyed, the stream was some four inches deep. However, in a wet and windy dawn it presented a very different picture of brown raging water. Only one competitor failed to get through—Reg Galpin halted in the middle with soaked ignition, reversed out on the starter and came home the long way round.

Needless to say, W. Rice's M.G.A., after a fantastic drive throughout, arrived at the final control dead on time, both occupants with wet seats and a tide-mark halfway up the side of the car.

Only 12 cars finished. The small number of starters was rather disappointing for the organizers in view of the great amount of work involved, but it was generally agreed that it was a good rally, the winners, however, thinking it a trifle easy!

R.F.L.

### Results

1, W. D. Rice (M.G.A.), 0 marks lost; 2, R. E. Galpin (A7), 210; 3, E. Worley (Hillman), 390.

Team Prize: R. E. Galpin, R. Tilley, D. Cordell.

## STONE TROUGH

ERIC JACKSON started the Northern sporting trials season in the right manner by winning the Yorkshire Sports Car Club's "Stone Trough Trophy" trial outright by no less than nine marks in a closely contested event.

In an afternoon of beautiful driving he pulled up from third place at lunch time to win by 30 marks to 39 after making no less than eight clean climbs during the afternoon—three more than anyone else.

In second place was Charles Pollard who had been in the lead at the halfway stage but slipped up on the afternoon hills.

The trial was held around the little town of Grassington, at the head of Wharfedale, and, as always, organized by the Mitchell brothers and Peter Clay. The event attracted 24 entries, but only 19 cars turned up at the Wilson's Arms for the start—a disappointing number for the first event of the season.

Most of the sections used were similar to those of last year, but the conditions were very different. Where in 1959 the trial was in a dust-bowl, with the driest conditions for years, this year it was extremely wet with mud everywhere. Fortunately the organizers had planned things accordingly, and at the expense of their wet feet it was a very good trial. The sections included climbs on grass, bracken and heather, varying in length from only 15 or so yards up to long ones of almost 50 yards. Some of the more unusual sections were in a series of sand-pits, where the drivers dug-in in an alarming manner, but the experts managed to "clean" them all.

Of the early sections number seven was the worst. It led across a stream from the start, and then up a very steep bank. Under the very wet conditions, it was impossible to climb this and the best that could be done was the two drivers who reached the seven-lost marker.

One of the more interesting afternoon sections was number 12, a very long climb out of the valley starting on grass and then winding on to deep bracken. The only clean climbs were recorded here by the winner, Jackson; Norman Coates, who suffered all day with his engine being off colour, and Jim Berry who later retired when he broke a half-shaft.

Section 16 was another interesting one, starting with a stretch through a pool of water and then climbing out of a gully up a narrow track between markers and a final climb up a steeper piece on to the moor. Most of the entry lost five after hitting the marker with wheels, but Jackson was lost three and F. T. Wall was clean.

A timed test to decide any ties was held at the conclusion of the morning sections and fastest here was D. Render in 25 seconds.

At the end of the trial the entry made their way back to the headquarters where results were ready almost as soon as competitors sat down to ham and eggs, and a film show of Y.S.C.C. events followed.

### Results

Stone Trough Trophy (best performance): E. Jackson (Cannon), 30 marks lost.

Ramsden Trophy (runner-up): C. W. Pollard (Cannon), 39. First Class Awards: I. Portlock (Cannon), 52, and T. A. Marshall (Cannon), 42.

## B.A.R.C. (YORKSHIRE)

### GREENWOOD CUP TRIAL

"IF you want to win a standard car trial—get an oldie." That might be a slogan to be adopted by the vintage enthusiasts after a sweeping success by the old machines in the Greenwood Cup standard car trial, oldest event in the calendar of the Yorkshire Centre of the B.A.R.C., held on 16th October.

Three pre-1930 cars took the first three places in the event—two of them a father and son team. The performances of the older cars in climbing the slippery slopes impressed the large crowd which watched the event in autumn sunshine.

The event was held on the slopes of Airedale, starting from Guiseley. On a route of just over 30 miles were laid out 15 observed climbs on smooth grass, greasy mud and loose stones. Two tests were to decide ties, but were not needed for the main results.

One of these was more interesting than the usual test in that a real stone garage was used—that of R.A.C. Competitions Committee member Mr. Malcolm Bateman at Sutton-in-Craven. Here several drivers found that stone walls were more expensive as garage marking than tapes and Mike Wheatley sheared a half-shaft on his Sprite—only hours after having a new gearbox fitted.

Only other retirement was Chris Winder (brother of the eventual winner) who had engine trouble with his pre-war Austin 7.

Geoff Winder, in another Austin, took the main award and a similar car was driven by runner-up J. A. McEwan. Third was the father of the well-known Winder vintage family, Les, in a 1922 Humber.

Of the other machines in the event—there was an entry of 41—Peter Smith won the award for sports cars in his Sprite and Edgar Wadsworth in his Denzel the award for the class for cars with drive and engines at the same end. Bob Bates drove very well to finish fourth overall in a Ford Popular of the sit-up-and-beg type to prove that the newer machines were able to climb hills, but the organizers are already planning a class for pre-war machines in next year's "Greenwood".

### Results

Greenwood Cup (best performance): R. G. Winder (Austin Seven vintage), 189.6 marks gained.

2, J. A. McEwan (Austin Seven vintage), 166.8;

3, W. L. T. Winder (1922 Humber), 163.6.

Class Awards. Front-engined cars: R. W. Bates (Ford Popular), 120.3. Sports Cars: P. J. Smith (Sprite), 119.4.

Touring cars with engine and drive at same end: E. B. Wadsworth (Denzel), 115.5; 2, H. W. Last (Fiat 600), 104.6; 3, R. Frolich (Volkswagen).

Novice Award: P. Frost (Austin A40), 86.7.

**P**RACTICALLY an unknown outside of California, Billy Krause, a 27-year-old from Long Beach, California, met the finest race drivers of Europe and America and came home the winner in the third Times-Mirror Riverside Grand Prix.

Krause drove his new 3.0 "Birdcage" Maserati to a record winning race average of 91.5 m.p.h. for 203.25 miles in 2 hours 13 minutes and 10 seconds. To pull off his stunning upset, and win a goodly portion of the \$29,000 in prize money, Krause had to beat Moss, Brabham, Salvadori, Gurney, Phil Hill, Shelby, Pabst, Hansgen, Constantine, Ginther, Drake and Bonnier, to mention just a few.

Stirling Moss and Dan Gurney pulled out to an early lead in big charity race, driving the only two "Monte Carlo" Lotuses in the world. Krause kept the

lost it in the tricky Esses, flipped his Lister-Corvette four times, and came to rest right side up just as his petrol-laden car burst into flames. Although slightly injured, he released his safety belt and struggled from the roaring inferno in the nick of time, sustaining only minor burns. By this time three other cars were also out of the race: Bob Herda's 5.3 Huffaker-Chevy with rear-end failure, Roger Beck's 7.0 Kurtis-Pontiac with ignition troubles, and Loyal Katskee's 3.0 Maser 'cage, also with rear-end failure.

To everyone's great disappointment, Moss retired on lap 10 with crown-gear failure in the Lotus.

With 10 of the 62 laps out of the way, the standings were: Gurney, Krause, Constantine, Jeffords, Pabst, Drake, Thompson, Shelby, Hill, Brabham, Connell, Settember, and Connor. Salvadori,

past Jeffords on three or four occasions, only to be retaken by Jeffords. On the 39th lap Pabst got by to stay.

At 40 laps the order was: Krause, Drake, Pabst, Jeffords, Shelby, Hill, Thompson, Hansgen, Brabham and Salvadori, finally having made it back up to 10th place after some of the most brilliant driving ever seen at Riverside. The race average at this point was 91.1 m.p.h.

On the 50th lap the order was unchanged except that Salvadori had moved on up to seventh place and Jim Hall, his petrol tank fixed, had moved by Brabham into 10th place.

The under 2-litre standings at 50 laps were: Hansgen, Miles, Ryan and Holbert, followed by Jack McAfee and Steve Herrick, both in Porsche RSKs. Bringing up the tail was Eastern Porsche ace Roger Penske, a great disappointment at Riverside. He had spun off the circuit during a very badly judged effort to pass a Ferrari during Saturday's amateur races, spun off again during the Grand Prix after a rather poor qualifying run of only 2 mins. 11.51 secs. After a stop or two at the pits with an over-worked clutch, he finally retired.

In the closing laps a most unusual and unexplained occurrence added terrific drama to a somewhat professional finish. Pabst had taken Jeffords, only with the greatest of efforts and all the skill at his command. He was so far behind second-place Drake that he was content to hold third. Then, all of a sudden, for some unknown reason, his Chevy-powered Scarab came alive with a terrific surge of increased power. His lap times dropped from three to four seconds and he was unable to even see Jeffords in his rear-view mirror. Then he caught sight of Drake. Drake was informed by his pit crew of Pabst's sudden gain, but he was helpless. His brakes were all but gone, and he couldn't get another rev. out of his Buick engine. As it was, Ol' Yaller had never gone this far in a 200-mile race before, much less stay in second place.

Pabst was closing at a rapid rate, and it was pure conjecture as to whether the chequered flag would come out first or Pabst would pass Drake first. The chequered flag came out and smiling Krause went by, the winner. Some 32 seconds back came Drake with Pabst not far behind. They crossed the finish line two seconds apart, Drake leading. One more lap and it would have been different. Jeffords and Shelby came by, fourth and fifth, with their Birdcages. Then came Salvadori, having overtaken 21 cars in his phenomenal climb from last place to sixth overall. Phil Hill was seventh in his new Ferrari, which he described in words that could best be interpreted as meaning obsolete. Walt Hansgen was eighth, after an incredibly good showing in the 2-litre Birdcage. Jim Hall was next in the 4.5 Maser. and Brabham was tenth in the Le Mans Jaguar, about which he had very few kind words.

Dr. Dick Thompson was 11th in the Sting Ray Chevy, having completed all but the first 15 laps without brakes. He was followed by Bob Bondurant (Ferrari-Maserati), Ken Miles (Porsche), Peter Ryan (Porsche), Tony Settember ("D"-Jaguar-Corvette), Bob Holbert (Porsche), Jack McAfee (Porsche) and Steve Herrick (Porsche).

## Krause Wins Riverside G.P.

### Finest Array of Sports Car Drivers Ever

battling pair in sight and when the fragile and untried 2.5 Lotuses dropped out with mechanical ailments, Krause found himself with an unassailable lead. The only threat to his winning came in the last laps when his Maser started running low on petrol. He ran dry immediately after taking the chequered flag and had to be pushed back to the start-finish line and victory lane.

Two U.S. specials finished second and third, with Bob Drake in Max Balchowsky's Ol' Yaller Mk. II and Augie Pabst in the ex-Reventlow Scarab, finishing in that order. The Under 2-Litre prize money went to Walt Hansgen in Briggs Cunningham's 2.0 Maserati "Birdcage".

**M**OSS led into the first turn, followed by Gurney and Dick Thompson in the Sting Ray Chevy, easily the most beautiful car on the circuit. Loaded down with close to 300 pounds of gasoline each, the cars were almost unwieldy. Everyone took it easy until the pack stretched out a bit, except Salvadori who spun off at turn six. Gurney made his move coming down the one-mile back straight and took the lead from Moss. Krause got by Dr. Thompson and the first three, Gurney, Moss and Krause, shot past start-finish in that order, having completed the standing lap in 2 mins. 12.40 secs.

Having completed only one lap, three cars headed for the pits—Jim Hall with a petrol leak in his 4.5 Maserati, Bob Holbert to inspect a crumpled fender on his Porsche RS-60, and Indy driver Chuck Stevenson with fouled plugs on his Mercedes-Corvette. All of them re-entered the race.

Gurney was clocked at 2 mins. 08.0 secs. on his second lap, Moss regained the lead on the third, and the order now stood: Moss, Gurney, Krause, Thompson, Constantine and Pabst.

After five laps, Walt Hansgen was leading the under 2-litre contingent in his Maserati 'cage, followed by Bonnier and Miles in Porsches. Hansgen was lying 16th overall.

On the sixth lap Gurney was back in the lead when farther back Don Hulet

who had spun off on the first lap to let everyone by him, was now attracting everyone's attention by his smooth but very rapid progress in retaking one car after another in a most unspectacular manner.

With no change in the leaders, the race average at 15 laps was 92.2 m.p.h. Then on lap 17 Constantine retired his Lister-Corvette on turn three with oil pressure failure after a very fine effort. This moved colourful West Coast favourite Bob Drake up to third in another Western favourite, Ol' Yaller Mk. II. Then, all of a sudden Gurney's pace slackened and Krause thundered by him into the lead. Gurney completed another slow lap and pulled into the pits. It was now Krause, Drake, Jeffords, Pabst, Shelby, P. Hill, Thompson, Connor, Brabham, and Hansgen the leader of the under 2-litre class.

On the 20th lap Bonnier retired to the pits with brake failure on his RSK, leaving the beautifully consistent Ken Miles second in the 2-litre class and first of the Porsches, confirming his title of "Mr. Porsche—U.S.A."

When Gurney dropped out, with what was later learned to be overheating from a broken head gasket, Krause was some 32 seconds ahead of second-place Drake. By lap 25 Krause had lengthened his lead to 52 seconds and was lapping steadily at 2 mins. 08 secs. (92.11 m.p.h.). At the halfway mark, 31 laps, the order of the leaders was the same except that Connor had taken seventh place from Thompson.

The under 2-litre leaders at half way were Hansgen, Miles, Peter Ryan (of Toronto, Canada) and Bob Holbert, the last three in identical Porsche RS-60s.

By now the hardest-fought battle of the day was under way for third place. Jim Jeffords in a Birdcage was desperately trying to hold off Augie Pabst in the Meister-Brauser Scarab. Both are from Milwaukee, Wisconsin, and the battle had all the markings of a grudge fight.

With Drake closing on him ever so slightly, Krause quickened his pace and was turning 2 mins. 07.4 secs. laps (92.543 m.p.h.). Meanwhile Pabst got

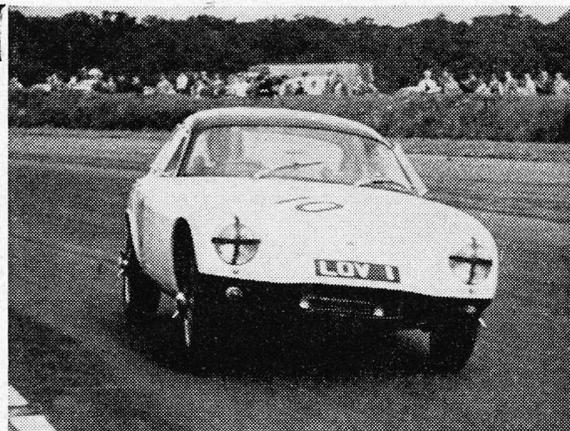
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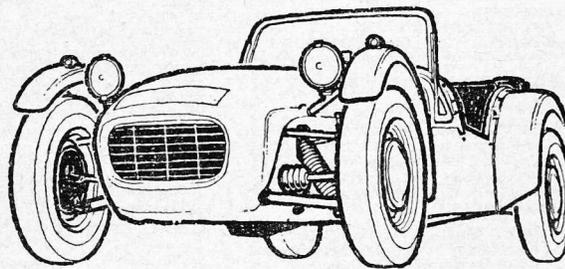
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(Continued on page 629)

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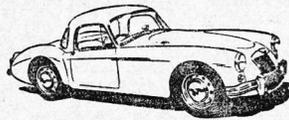
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## Classified Advertisements—continued

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(Continued on page 631)

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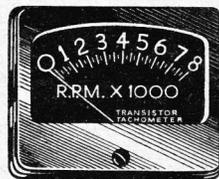
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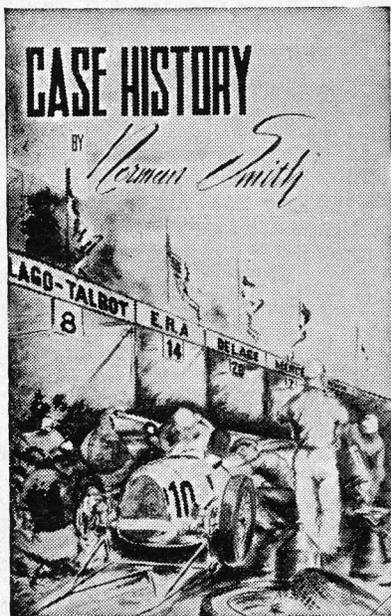
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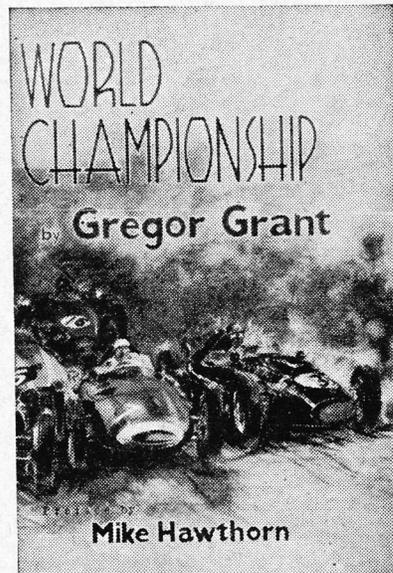
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**PORTUGUESE GRAND PRIX**, 14th August. This set consists of eight photographs (8 in. x 6 in.) including: The Start; Jimmy Clark (Lotus); John Surtees (Lotus); Stirling Moss and John Surtees (both in a Lotus); Mario Cabral (Cooper-Maserati); Graham Hill (B.R.M.) leading Bruce McLaren and Jack Brabham (both in a Cooper-Climax); Taffy Von Trips (Ferrari) followed by Tony Brooks (Yeoman Credit Cooper).

The following sets of AUTOSPORT souvenir photographs are also available, each set consisting of eight photographs (8 in. x 6 in.), price one guinea per set:

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MORRIS MINOR 1000 2-door, Yukon grey, red upholstery, red carpets.....	£590
MORRIS MINI-MINOR de Luxe, off-white, duo grey/red upholstery, heater, another in blue.....	£537
M.G. MAGNETTE Mk. III Farina, iris blue, grey leather upholstery, heater, washers, electric clock.....	£1,012
M.G. 1600 2-seater, Alamo beige, red leather, beige hood, disc brakes, sliding side screens.....	£943
RILEY 4/68 Farina, black, red leather, rev. counter, heater, electric clock, washers.....	£1,028
RILEY 1.5, blue, duo blue and grey leather, rev. counter, heater, washers.....	£815
WOLSELEY 6/99 Farina, Yukon grey, red leather, heater, overdrive, electric clock.....	£1,254
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1952 ALVIS 3-litre Sports Saloon, maroon.....	£265
1951 ALVIS 3-litre, duo maroon/grey, H.....	£325
1950 A/SIDDELEY drophead, very sound, HP.....	£195
1949 ARMSTRONG Typhoon, very tidy.....	£95
1955 (Sept.) ASTON MARTIN D.B.3S, absolutely unmarked in Alfa red. Virtually untraced, small mileage.....	£995
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1959 3,000 4-str., white, red leather, certified mileage 5,948, HQSEI.....	£895
1958 (Nov.) BN6 ice blue, OHRQEX2.....	£495
1958 BN4, duotone green and ivory, ROXW2.....	£625
1958 BN4, duotone green/ivory, ROXW2.....	£625
1958 Sprite de Luxe, dark green, HBF2.....	£445
1958 Sprite de Luxe, iris blue, HQ.....	£475
1957 BN4 hardtop, duo black/white, FRHT.....	£645
1957 BN4, white showpiece, OHWRI.....	£565
1957 BN4 2/4-str., duotone blue/ivory, HOX.....	£525
1955 BNI, white showpiece, WHOQFP.....	£475
1955 BNI, magnificent example, HOQRW.....	£465
1955 BNI, red, absolute specimen, HOWQX.....	£455
1954 BNI, ice blue, WOQH.....	£375

1949 (Oct.) BENTLEY Mk. VI Standard Steel, black, brown hide, RH.....	£765
1954 FRAZER-NASH Targa Florio, finest example anywhere, history known since new. Maroon. Host of extras.....	£875

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1960 Anglia de Luxe, blue, 4,600 miles, HPI.....	£585
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1957 Consul, black, Webasto roof, RH.....	£485
1957 Consul, black, Motorola, 1 owner, H.....	£475
1957 Consul Mk. II, duo white/black, HI.....	£465
1956 Consul Mk. II, black, HI.....	£445
1956 Prefect de Luxe, black, H2.....	£385
1955 Prefect, not the usual one, black, H.....	£335
1954 (Nov.) Zephyr, green, PHMOI.....	£375
1954 Consul, duotone grey/red, RH.....	£345
1954 Anglia, blue, average.....	£275

1953 HEALEY ABBOTT Convertible, ivory.....	£395
1960 HILLMAN de Luxe Saloon, 8,900 miles, duotone blue/grey, as new, HI.....	£625
1956 HILLMAN Minx Saloon, royal blue, H2.....	£395
1955 HUMBER Super Snipe, black, H.....	£375

**JAGUAR**

1959 2.4 dark green showpiece, disc brakes, Motorola radio, HORPDI.....	£895
1958 XK150 fixed head coupe, carefully used, impeccable condition, grey, OWRHPFD.....	£995
1958 3.4 maroon, exceptional example, APRHODI.....	£925

1957 Mk. VIII Automatic, duotone grey, grey leather, very low mileage, RHPF2.....	£745
1957 2.4, magnificent example, green, HOI.....	£745
1956 XK140 f/h, royal blue, HP.....	£695
1956 XK140 d/h, green, magnificent car, HO2.....	£675
1956 XK140 S/E, d/h, chrome wire wheels, maroon, superb example, RHOWSQPA.....	£645
1955 XK140 S/E, f/h, green, RHOPW2.....	£575
1955 XK140 f/h, surf white, AXFRH.....	£495
1954 XK120 Roadster, red showpiece, QHXP.....	£465
1954 XK120 d/h, spotless black, HRX.....	£445
1954 XK120 f/h, dark green, XH.....	£425
1954 Mk. VII, spotless green, HO2.....	£345
1952 Mk. VII, enthusiast car, black, RH.....	£295
1951 XK120 Roadster, duotone green, HFEQ.....	£295
1938 2½ SS100, red, original body.....	£325

1953 JOWETT Jupiter, red, exceptional.....	£325
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1959 JAGUAR XK150. Special Equipment Drophead. 18,000 miles, one owner showpiece in unblemished original maroon with (hold your breath) radio, drive, chrome wire wheels, radio, heater, disc brakes, rear seats, spot and fog lamps, etc. £1,195

**LOTUS**

1960 Elite, blue, twin carbs, DI.....	£1,495
1959 Elite, red, luxuriously trimmed interior, warranted untraced or rallied, single carburettor, radio, heater, one owner.....	£1,345
1959 Mk. VII, grey, modified, M1.....	£445
1958 Mk. XI, yellow, Series 2, 1.....	£615
1954 Mk. VI/1172 engine, silver.....	£265

1957 (Sept.) MORGAN 4/4/1172 2-str., blue.....	£445
1957 (Sept.) MORGAN 4/4/1172, blue, PH2.....	£445

**MORRIS**

1959 (Oct.) Mini-Minor de Luxe, blue, H2.....	£445
1958 Minor 1000 Saloon, dark green, H.....	£455
1956 Oxford, exceptional car, black, H2.....	£395
1956 Oxford, green, superb car, RH2.....	£375
1953 Minor Saloon, black, exceptional car.....	£265

**M.G.**

1959 Mk. III Farina, duotone grey, Webasto roof, Motorola, Ace discs, RHP2.....	£795
1959 MGA Twin Cam, white, DRQX.....	£795
1959 MGA twin cam, BHDR.....	£695
1958 MGA Roadster, red, ABHRO2.....	£685
1958 MGA, kingfisher blue, BHQ1.....	£615
1957 Varitone, duo ivory/maroon, RHP2.....	£665
1957 MGA f/h, black, extra seats, HF.....	£665
1957 MGA, pacific green, BRXHO2.....	£495
1956 MGA Roadster, red showpiece, HQB.....	£555
1955 Magnette, green, 1 owner, H.....	£425
1953 TD, grey, well above average.....	£395
1953 TD, scrupulously maintained, red, HQF.....	£395
1953 TD, ivory, 1959 engine (8,000 miles), BP.....	£345
1953 TD, really excellent, black, BHPQ.....	£365
1953 TD, red, excellent example.....	£355
1950 "Y" 1½ Saloon, very smart, black.....	£245
1949 TC, red, quite exceptional, PB.....	£295
1949 TC, red, 1½-inch rears, nice car.....	£275
1949 (Oct.) TC, well above average, BFPQ.....	£275
1947 TC, red, enthusiast maintained.....	£195
1946 TC, royal blue, exceptional car.....	£225
1946 TC, white, nice condition, FB.....	£195

**RILEY**

1956 Pathfinder, smoke grey, HI.....	£495
1955 1½ RME, spotless black, FH2.....	£445
1954 1½ RME, duotone grey/black, H.....	£425
1938 1½ Sprite, grey/black, rare car.....	£295

1959 RENAULT Dauphine, off white, HI.....	£495
1956 ROLLS-ROYCE Silver Cloud, 41,000 miles, black over shell grey, red hide.....	£3,495
1948 ROVER 1½-litre Tourer, green.....	£245
1957 RAPIER Saloon, duo black/yellow, RHO.....	£555
1959 (Oct.) SUNBEAM Alpine in grey with black hardtop, DTHI.....	£925
1954 SUNBEAM Alpine, pale blue, HPO.....	£365
1952 (Oct.) SUNBEAM "90" Sports Saloon.....	£345

**TRIUMPH**

1960 TR3A, hardtop, works mileage, HDI.....	£975
1957 TR3, pale blue, FABSLQDI.....	£615
1956 TR3, beautiful in red, TFPH2.....	£545
1955 TR2, beige, clean example, XHO.....	£445
1954 TR2, beautiful example in black, H.....	£435
1954 TR2, pale blue, ABOHRXF.....	£425
1954 TR2, hardtop, ivory, THPS.....	£415
1953 Mayflower, grey, HPI.....	£225
1949 2000 Roadster, black, new red hood.....	£265

1959 WOLSELEY 15/60, duo blue/grey, HRI.....	£775
1958 WOLSELEY 1500, grey, HPI.....	£535
1958 (Dec.) VAUXHALL Victor, 7,500 miles, HI.....	£515
1958 VAUXHALL Victor de Luxe, red, HI.....	£425

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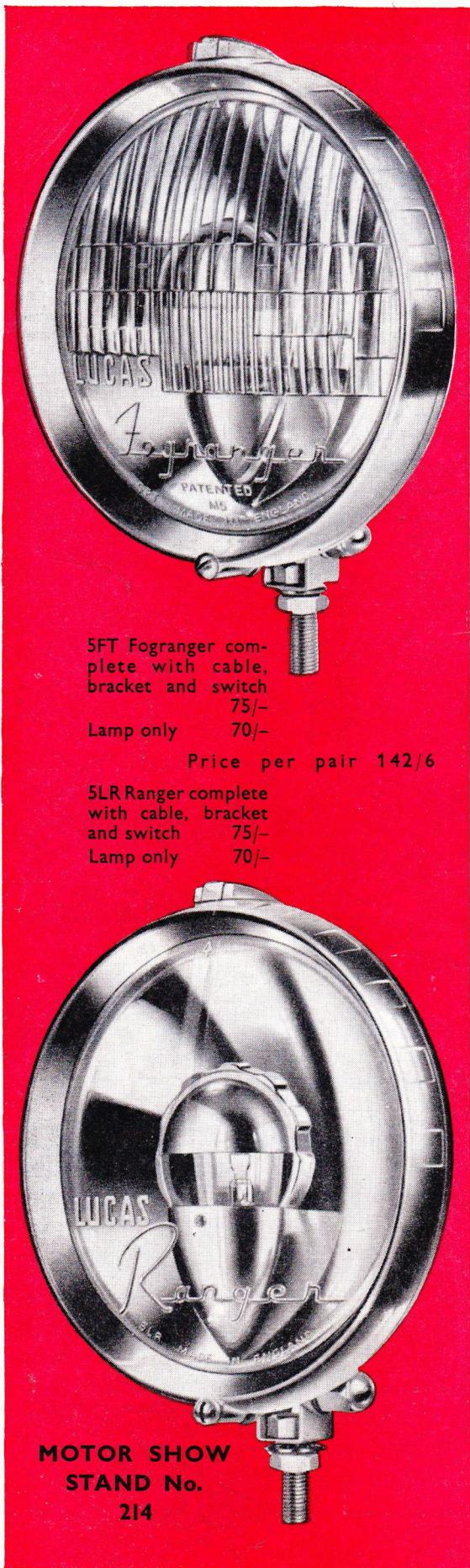
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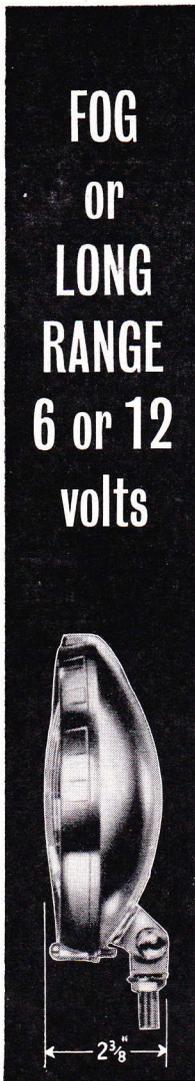
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