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NOVEMBER 25, 1960

AUTOSPORT

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Vol. 21 No. 22

BRITAIN'S MOTOR SPORTING WEEKLY

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



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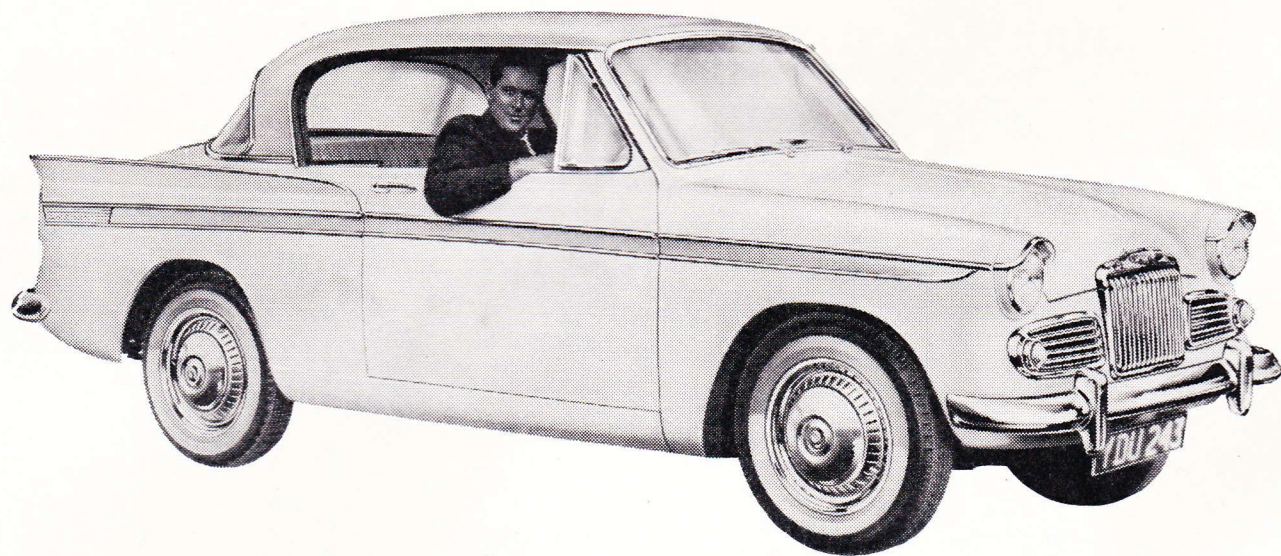
THE GRAND PRIX OF THE U.S.A.—FULL REPORT AND PICTURES
R.A.C. RALLY—THE EARLY STAGES : SURVEY OF THE 2½-LITRE FORMULA

SUNBEAM RAPIER

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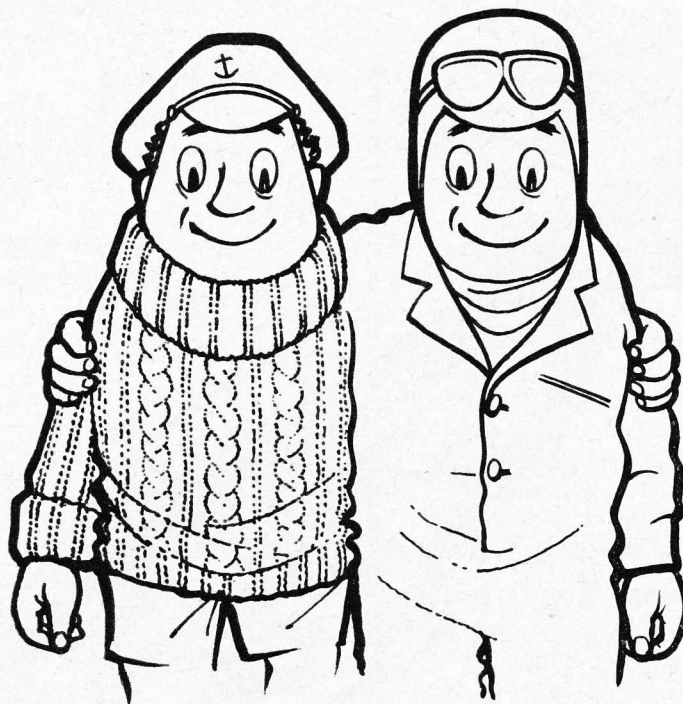


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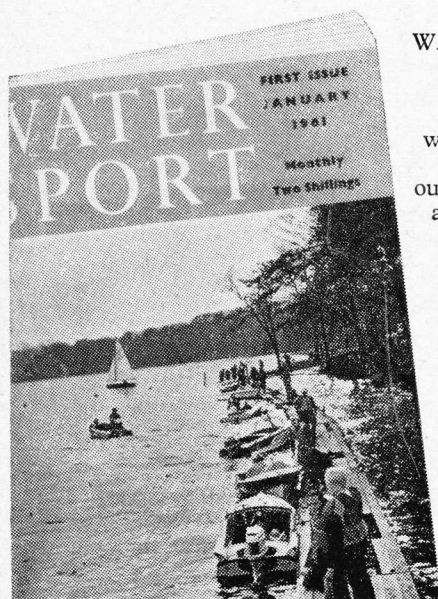
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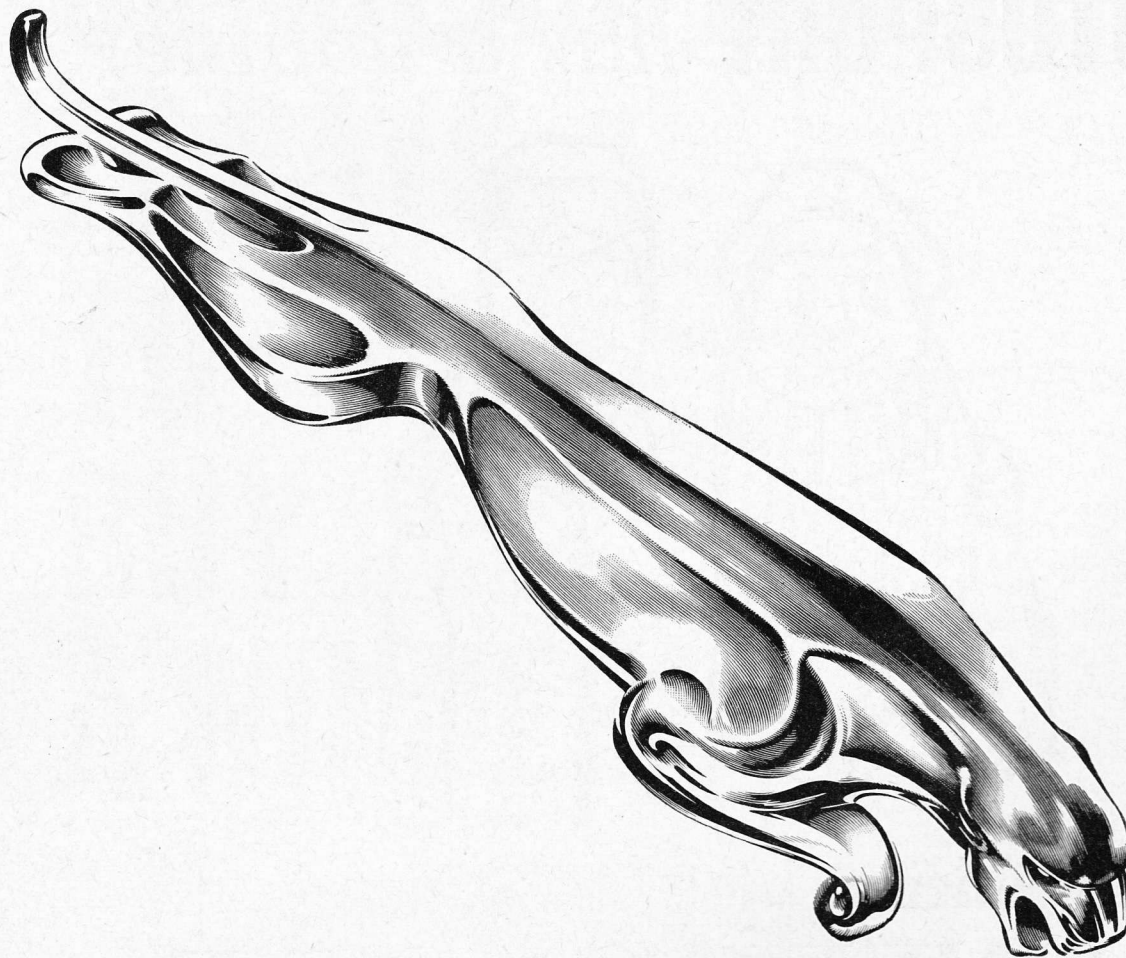
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 21 No. 22 November 25, 1960

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EDITORIAL

SUNBEAM SUCCESS

OF all the motoring sport which went on in the United States of America during the past week-end no event will make a louder noise, metaphorically speaking, than the compact car race which preceded the American Grand Prix. In this event British products had a resounding success, and none more so than the class-winning Sunbeam Rapier of Peter Harper. True, the Grand Prix itself was won by a British car and a British driver, but this, if we may be forgiven for complacency, is the way it has been rather regularly during the closing seasons of the 2½-litre Formula. The Formula Junior race at the same meeting saw British cars well to the fore, and nor is this surprising. But what is tremendously encouraging to the British manufacturers must be the sight of their cars taking the first three places in overall classification and winning three of the classes, while the Jaguars and the Rapier not only did this but also far outclassed the opposition. It is to be hoped that their success, and export orders which will no doubt spring from it, either directly or indirectly, will encourage other manufacturers to try to do likewise. Sunbeams have Harper's fine performance to add to an impressive year of success.

CHRISTMAS TROUBLE

CHRISTMAS, a time of good cheer and goodwill, can normally be relied upon to instil a chill into the heart of the motorist, with its attendant parking chaos, traffic jams and additional restrictions. This year, we note, there is to be a bigger and better, if that be the phrase to describe it, version of what has come to be known as a 'pink zone', which for Christmas, 1960, covers a larger area and lasts for a longer period than previously. And of course by this Yuletide there will be an even greater abundance of parking meters. Is it not time that someone at the top realized what can be appreciated by any school-child—that keeping traffic out of one part of London is no way to avoid chaos in another part? Surely, instead of making it impossible to enter London with a car—and while this may well be an admirable idea it must be faced that not only is it not succeeding, but that it is no answer to the problem of the thousands of cars whose owners live in the Metropolis—something should be done to accommodate them when they get there. On this point it is with delight and relief that we hear that steps are being taken within the London County Council in this direction. Mr. Robert Vigars has pointed out that the present policy of requiring the provision of parking space under new buildings, but limiting the use of that parking space solely to occupants of the building, is a monstrous waste of parking space, and in this we must wholeheartedly agree with him.

OUR COVER PICTURE

HEADLIGHTS pick a path through the inky night, searching the road ahead. The R.A.C. Rally is now nearly finished but this particular view must have been an every night scene to the drivers and navigators who participated on the week long 2,000-mile event.

Ferodo First

U.S.A. GRAND PRIX

1st LOTUS-CLIMAX
Stirling Moss
entered by R. R. C. Walker

2nd LOTUS-CLIMAX
I. Ireland

fit race-proved **FERODO**
Anti-Fade Brake Linings - Disc Brake Pads

*Results subject to
official confirmation*



CLOSE SEASON: The time has come when the speed event enthusiast takes stock of his machine, and long hours will be spent in the garage. In the picture is Rivers Fletcher's H.W.M.-Jaguar, always an immaculately presented car, now sitting in its well-laid-out garage.

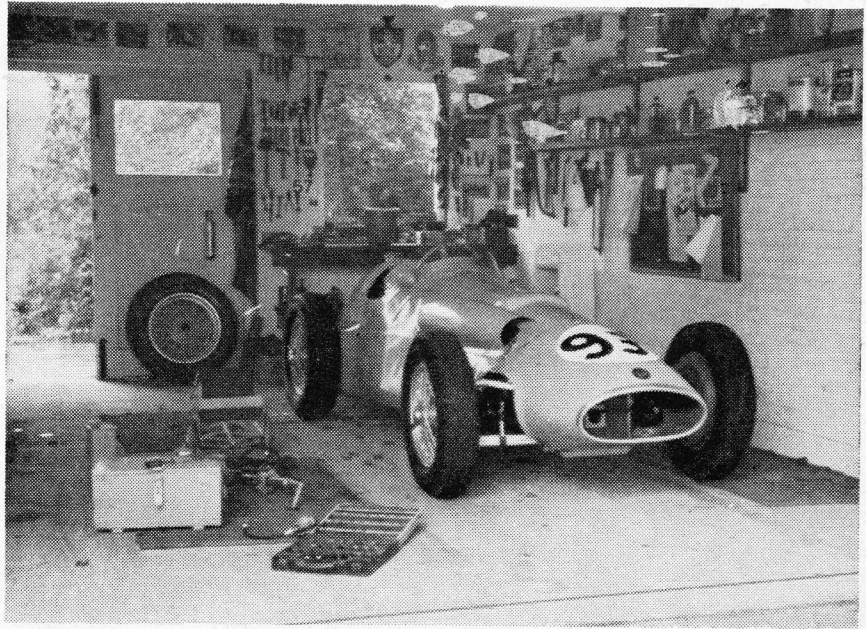
PIT and PADDOCK

AN organization has been formed between S. J. Diggory Motors, Ltd., of Wrexham, and Sewell & King, Ltd., of Chelmsford, for the purpose of building and developing the new Formula Junior "Heron". This car has been designed by Mr. Les Redmond, late chief engineer to The Chequered Flag, and designer of the latest Gemini Mk. III rear-engined FJ car.

The prototype, tested at Brands Hatch recently, gives every indication of a lap time of 55 seconds next season and has been bought by Tony Maggs, the well-known South African driver. He intends driving the "Heron", fitted with a 1,500 c.c. single cam Climax engine, in the South African G.P. Tony, it will be remembered, while driving the Mk. III Gemini, was faster in practice at the last Brands Hatch meeting than either Jim Clark or Peter Arundel, who were driving works Lotus Junior.

Six cars only will be built this year, three of which will form the works team and will be run by S. J. Diggory, whose cars have been seen in the hands of Bruce Halford and who drove the space-frame Lister-Jaguar last season. Incidentally, Diggory is building a Heron 2½-litre twin-cam sports for his own use and this should be a popular starter against the Lotus "Nineteen" and Cooper Monacos next year. Of the remaining three cars to be built, two are already sold.

Specification of the "Heron" includes 13 ins. elektron wheels; independent suspension all round; inboard 9 ins. brakes; Ford engine of 92 b.h.p.; special five-speed synchro gearbox; twin-plate clutch; dry sump engine with cast elektron sump, 2½-gallon engine oil capacity.



TAKING over their new premises in Guildford on Monday were L.M.B. Components, Ltd., specialist suppliers of performance equipment for cars. This company is also to introduce a new chassis in the New Year.

Their new works at Weyford House, Woodbridge Meadows, Guildford, Surrey (telephone number Guildford 68333/4), has been "purpose-designed" on the component construction system to give the most modern plant in the country.

THE Kieftpower Morgan described in last week's issue was tuned within the limits of AUTOSPORT Championship regulations, and even the trim was complete to works standard specification.

LEST anyone should be seriously concerned we feel we ought to point out that our comparison between the power-weight ratios of a 750 Formula car and a Grand Prix Cooper was not meant to be taken in earnest!

A SURPRISE test on the skid-pan at Wolvey, near Hinckley (Leics), was sprung on competitors in the R.A.C. International Rally. Details were disclosed to the crews only a few hours before the start. First car will tackle the skid-pan at about 8.30 a.m. today (Friday, 25th November). The crews will go on to Wolvey after completing five-lap races in classes at Mallory Park circuit, near Shilton (Leics). These are timed to start at 8 a.m. following the breakfast halt there.

COLIN HEXTALL has joined Tornado Cars, Ltd., of Rickmansworth, Herts, as a director. He has replaced his TR with a Tornado Thunderbolt, which he hopes to race intensively next year.

DRIVING Chris Lawrence's Morgan, which is now fitted with the latest Lawrence-tune engine, Richard Shepherd-Barron has lapped the Silverstone Grand Prix circuit in 2 mins. 1 sec.—just *five-and-a-half seconds* faster than the 2-litre G.T. record, which is held by Chris himself.

LEADING the B.T.R.D.A. Trials Gold Star competition is Rex Chappell, with 119 points. Other placings, following the Sheffield and Hallamshire M.C. High Peak Trial, are: 2, Eric Jackson, 116 points; 3, Peter Highwood, 112; 4, Geoff Newman, 106; 5, Charles Pollard, 103; 6, Ivor Portlock, 96.

NEW Junior to be seen at the Racing Car Show is the Ausper, which is being constructed by Competition Cars of Australia, Ltd., 247 Goldhawk Road, London, W.12. Power unit will normally be a fully tuned Ford 105E engine, with a Volkswagen gearbox fitted with close-ratio gears. Double unequal length wishbone suspension front and rear is used.

ON Thursday, 17th November, at Huyton Parish Church, Marjorie (Stripey) Browne (daughter of the late Jack Browne, ex-Bentley racing engineer) was married to Ken Johnson. Marjorie was the "Man Friday" of the Blake racing team in the 'forties, and was well known to all Northern enthusiasts.



★
NEW MEMBER of the Yeoman Credit team is Antonia, the newly born daughter of Mr. and Mrs. William Samengo-Turner.

★

1960

RIGHT FROM THE START
IT'S BEEN A GREAT YEAR FOR

GIRLING

*LAST WORLD CHAMPIONSHIP
FORMULA 1 EVENT OF 1960*

U.S. GRAND PRIX

1ST
LOTUS

2ND
LOTUS

3RD
COOPER

Results subject to confirmation

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GIRLING

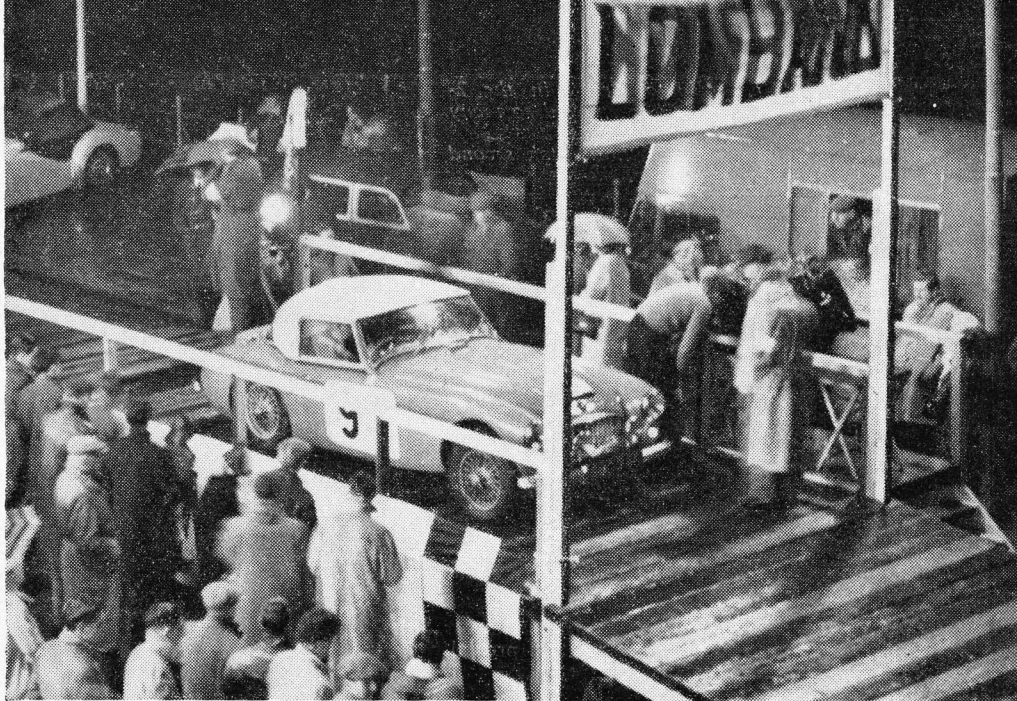


THE BEST BRAKES IN THE WORLD

JUST BEFORE the "off". Peter Riley's works Austin-Healey waits on the raised ramp at Blackpool. BELOW: Checking out on the starting ramp is Pat Moss (Sprite).

At 6 p.m. on Monday the first car of 170 starters left Blackpool to start the long, gruelling mileage of the 1960 R.A.C. International Rally. As a fore-taste of things to come, the competitors departed from the brilliantly illuminated, raised "Mille Miglia"-type ramp in appalling weather conditions, the rain pouring down in torrents.

Shortly before the "off" details had been revealed of the changes made necessary in the official route, due to foot-and-mouth disease stricken areas. No alterations were made in the section from Blackpool to Brough, but from that point the route was changed, cutting out the test which was to have taken place at Charterhall racing circuit early on Tuesday morning, and all controls from there to the breakfast halt at Peebles Hydro, where an additional 30 minutes' stop was arranged. From Peebles the route was to continue unchanged to Inverness.



The R.A.C. Rally

The Early Stages—from Francis Penn at Blackpool

During Sunday night R.A.C. road patrols worked non-stop to relocate all the many route signs on Scottish roads in the Charterhall and Peebles areas to conform to the new route.

From 10 a.m. until 4 p.m. on Monday the official scrutineering was carried out in the Ocean Garage, Blackpool, under the eagle eye of Chief Scrutineer Joe Gardner. Trautman's Citroën was suspected of being too light, but on being weighed the car was found to be half a hundredweight within the minimum weight limit. Windscreens proved to be a stumbling block, and P. Rutland Barsley's Austin-Healey, P. Burch's Wolseley, Miss J. Crossley's Morris and F. C. Brackett's Morris all fell foul of the officials by appearing with toughened

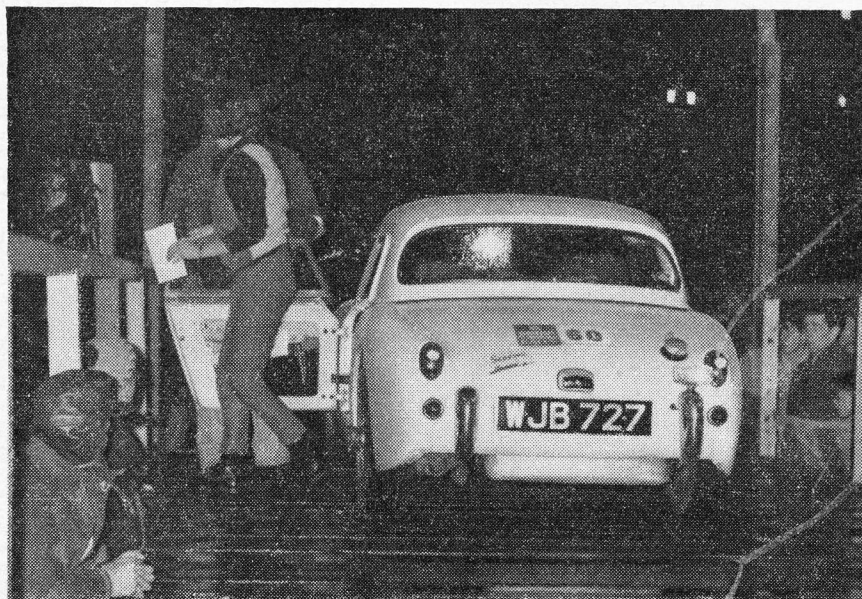
glass windscreens, contrary to the regulations. However, all these crews avoided the penalty by fitting additional perspex screens.

A certain amount of alarm and consternation was also caused by a noise check, particularly when it was pointed out that during the event proper the maximum noise value permitted by noise controls would be 96 decibels. At scrutineering the noisiest cars proved to be P. O. Older's M.G.A., which was recorded at 100 decibels; Donald Morley's Austin-Healey, 98; David Dixon's Austin-Healey, 99; Hugh O'Connor Rourke's Jaguar 3.4, 98; Peter Riley's Austin-Healey, 99; and Ronnie Adams's Austin-Healey, 98! The quietest car, as a matter of interest, was

found among the 16 foreign crews, and was the Citroën entered by Paul Coltelloni—this car, in fact, was to be driven by Alexander, as Coltelloni was in hospital. Another alteration in the official entry list was car No. 88, which was announced as being driven by J. W. Boulay.

Altogether there were 14 non-starters, including cars 2, 4, 18, 40, 43, 50, 78, 82, 100, 124, 130 and 159—the last-named, G. P. Allen, eventually taking No. 164.

PETER CRAVEN reported from Yorkshire that only six cars arrived at Brough, 180 miles after the start of the rally, without penalty. Among them were the Morley brothers, John Sprinzel and John Wallwork, following a journey through thick fog. Most notable casualty of this section, however, was Trautman, whose Citroën went through a wall and into a ditch near Ripon. Fortunately, it is believed that the crew is unhurt, but it meant that the European Rally Championship would go to Moll—decided after only some 100 miles.



V.A.S. AND A.C. MOTOR CAR SECTION

Second Annual Vanguard Rally

LAST year's Vanguard Rally attracted 43 entries, however, this year 72 entries were received. The event started from Sandfords Garage, Leatherhead, from 9 p.m. onwards, on Saturday, 29th October. The route led competitors near Dunsfold, Haslemere, through the Meon Valley and led to the Rural Garage, Westhampnett, near Chichester, where a one hour break was allowed, petrol and snacks were available and much in demand.

Out of the 72 entries only 36 were classified as finishers, many being disqualified for lateness. But most competitors came to the finish. Even the most hardened rally experts agreed that it had been a most enjoyable event.

Results

1, P. F. Steiner/S. Actmam, Advertising M.C. (Austin A40); 2, A. Hornell/R. Long, Craven M.C., Reading (Ford Zephyr); 3, G. D. Lindley, B.A.R.C. (Triumph TR3).

FERRARI. Alberto Ascari in the 2-litre car with which he enjoyed so many successes. Here he is seen winning the Pau G.P. Mike Hawthorn took second place.

Now that the second Grand Prix of the United States has been won and lost on 20th November, we have seen the end of the longest-reigning formula ever imposed by the International Federation since the first Grand Prix Formula of 1906—and certainly one of the most successful.

This simple formula, admitting cars with unsupercharged engines up to 2½ litres capacity without any restrictions of weight, came into effect in 1954, seven racing seasons ago, during which long period only one additional stipulation was introduced, in 1958, when special racing fuels were prohibited, to be replaced with the universally standardized aviation 100-130 grade petrol (which is not 100-130 octane). The fact that, with a shrug, the F.I.A. also legislated for supercharged cars up to 750 c.c. proved, as expected, of merely academic interest, for the design and construction of such an engine would have entailed all the



Passing of an Epoch

PART ONE

A Review of Seven Years of the 2½-litre Formula

By RODNEY WALKERLEY

complication, fragility and formidable expense of the phenomenal 16-cylinder 1,500 c.c. B.R.M., that ill-fated mechanical marvel.

Certainly since 1934 the F.I.A. (to give the International governing body its post-war title) has pursued the policy of pegging lap speeds at their current level by reducing engine sizes or adding weight or both. Since 1948 they sought to discourage the use of superchargers by matching them against unsupercharged engines of three times the capacity (1948-52). Between 1952 and

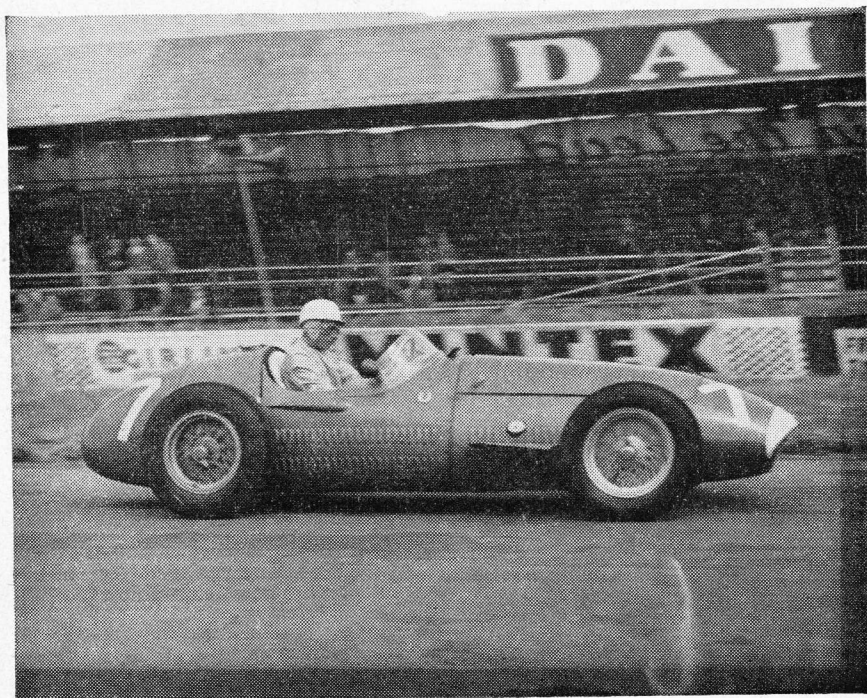
1954 there was a vacuum consequent on the final withdrawal of the 1½-litre supercharged Type 159 Alfa Romeos from racing, during which seasons racing reverted to *Formule Libre* (Free for All) or, in the majority of the *grandes épreuves*, to the new Formula 2 ("voiturette") of 2 litres unsupercharged or, again on paper only, 500 c.c. with supercharger.

Thus, with the coming of 1954, the policy was to slash the size of engines once again, from 4½ litres to 2½ litres. Now, after seven years of continually

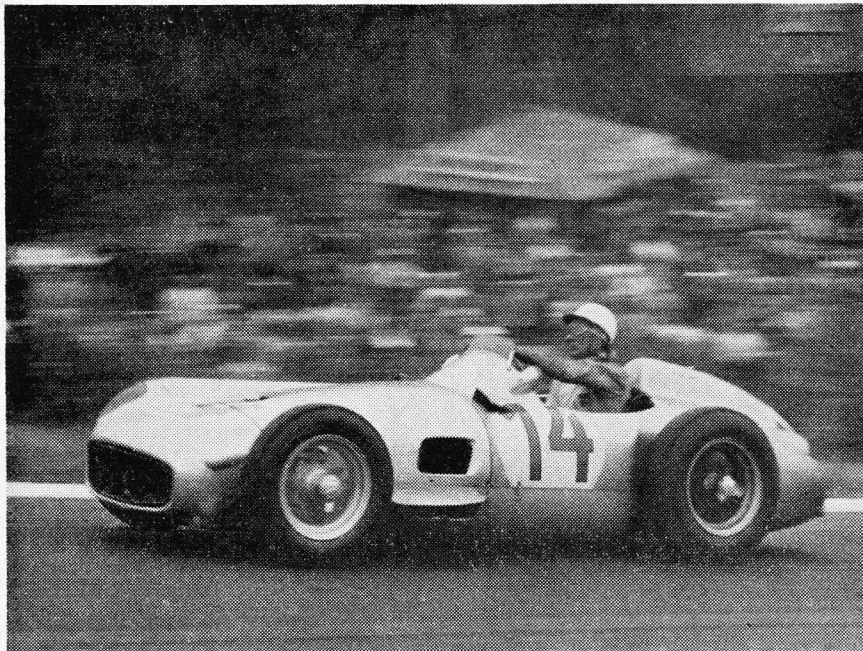
rising speed, the 1961 Formula slices 1,000 c.c. off the engine size and adds a little weight for the first time since the war.

The second season of 2-litre racing saw some magnificent racing in contrast to the first, when the Grands Prix became too often a monotonous procession led nonchalantly by the Champion Alberto Ascari on his Ferrari. Thus the prospect of a Formula 1 for engines only 500 c.c. larger did not dismay constructors, drivers and public in the measure that attended the proclamation of the forthcoming 1,500 c.c. 9 cwt. Formula.

The picture was coloured by the return to racing of the powerful Mercedes-Benz company who had not raced since 1939 but whose new machines underlined the fact that they possessed more data, more originality of thought, more resources and far more financial reserves than any other constructor. The cars were undoubtedly the most powerful and fastest, although in their initial season not the most successful, of any car in Europe. In their first season they won four of the eight *grandes épreuves* and in their second, five out of six. Then economic stress compelled even this great concern to abandon their racing programme with a suddenness of decision that left their drivers and even their team manager Alfred Neubauer aghast. In 1956 the writing was on the wall. By 1957 it was in block capitals and since 1958 the revolution took place: British cars, once objects of scarcely concealed derision, were forcing the Italians first on to the defensive and finally into defeat.



MASERATI. Perhaps the most beautiful G.P. car of all time—the 250F Maserati. Here Moss is seen driving his privately owned car in practice for the 1954 British Grand Prix at Silverstone.



MERCEDES-BENZ. *Stirling Moss at the wheel of the all-conquering W196 2½-litre car. In this car he put up some fine performances on the tail of the Master—Juan Manuel Fangio.*

Startling and significant facts have emerged in those seven years.

There are no front rank drivers left in Germany or Italy. France has produced no driver to replace Jean Behra or support the pre-war veteran Maurice Trintignant. The majority of men of true International Grand Prix status are British or American, and Enzo Ferrari, who only a few years ago could command a team of Italian stars which included two World Champions, knows it only too well, for his current team is led by America's Phil Hill.

There are no cars left that possess the traditional appearance of the Grand Prix car as evolved over the previous 50 years. The British Cooper, built in a small suburban factory that grew out of a backyard workshop, set a pattern that has changed the entire concept of the modern racing car. All cars of today have their engines behind the driver, they have all four wheels independently sprung, the de Dion tube, once considered essential, has vanished, disc brakes have replaced even the finest drum brakes, coil suspension incorporating shock absorbers (and even replacing wishbones at the rear) are virtually standard. Indeed, it is becoming increasingly difficult for the spectator not in closest touch to distinguish one car from another.

Arising from this, we have entered an era when the national aspect and the make of car is of less importance than the performance of the man who drives it. No longer is Grand Prix racing a battle between countries or between factory teams. It is now a series of test matches, in which each match is but one more heat in the final winning of the World Championship, and what car is driven by the champion is of minor importance.

The two most successful British makes, Cooper (winners of the Manufacturers' World Championship for the past two years and mounting the World Cham-

pion for those seasons) and Lotus are both compelled to rely on the engines built by a single outside manufacturer, Coventry Climax, and it is to this factory, whose main preoccupation is the manufacture of mechanical aids to industry, that we must look for an engine to meet the strong Italian and German opposition under the new Formula.

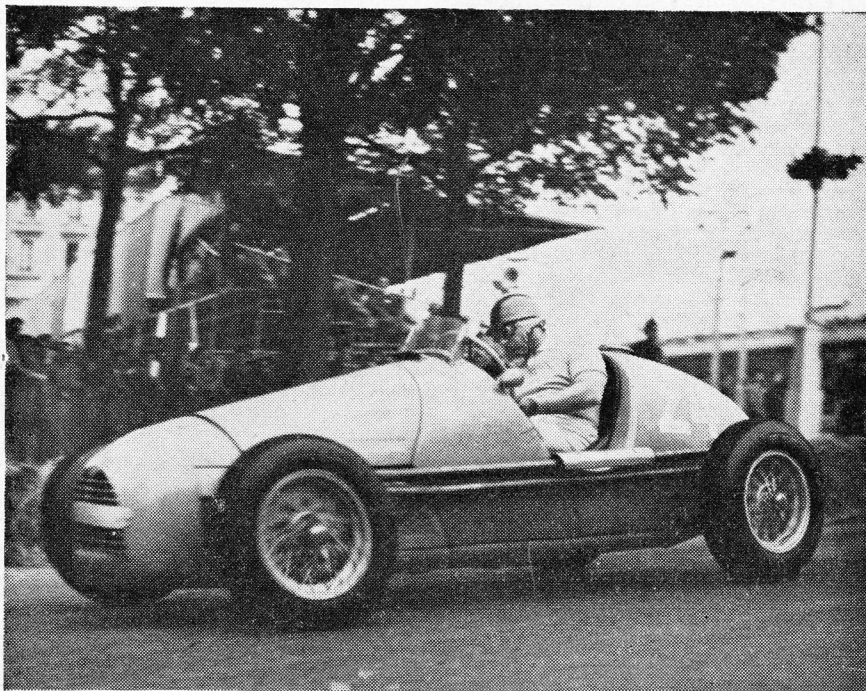
The Ferrari and B.R.M. are the only two homogeneous racing cars left, Vanwalls being practically in retirement and Aston Martins having followed them after a brief and disappointing career. The rest are variations on the same theme of bicycle-tube space frames with the Coventry Climax engine, or, in the case of foreign teams, British chassis with old Ferrari engines or Maserati sports car units and, recalling the heyday of Bugatti, British manufacturers are quite happy to build for individuals or

private teams, some sponsored by hire-purchase finance companies—an important development, for financial backing is a vital factor in successful racing.

Racing speeds have gone up in an astonishing spiral, although the history of any Formula has always been a gradual increase in circuit-performance after the initial set-back of a "hand-brake Formula". The giants of 1939, faster on the circuits than even their 5-litre and 6-litre 500-600 h.p. forerunners, could not win a race against the nimble, leech-like, four-wheel-sliding machines of today. Lap records have been pulverized. Before the war a lap record on the Nürburgring of 90 miles an hour was unthinkable. It was performed in 1957. Even at Monte Carlo, a race round 10 street corners in less than two miles, the record was shot up to over 70 m.p.h. by 1959.

When the 2½-litre cars took the field for the first time in 1954 they raised the lap speed on the fast Spa-Francorchamps circuit to 118.97 m.p.h. This year it was lifted to 133.63 m.p.h. Only those who know the swerves and curves, the uphill and downhill of that course can visualize what a ride that must have been. On the Rheims-Gueux circuit, with two long, straight legs where speeds reached out towards 200 m.p.h. before the war, 1954 saw a lap at 121.4 m.p.h. and 1960 a lap of 131.01 m.p.h. These little cars (not much over 7 ft. wheel-base and weighing around 9-10 cwt. empty) have been topping 180 m.p.h. on full-throttle straights, but their speed for 200 yards before a curve to 200 yards after it is far higher than that of any other type that has ever raced.

Obviously 280 h.p. cannot match 500-600 h.p. where both can be unleashed in top gear, but it is only on the Avus in Berlin, which is not a road but a track, that the 2½-litre cars have not exceeded



GORDINI. *The great Fangio practising for the Bordeaux Grand Prix in which he finished third behind Alberto Ascari and Luigi Villoresti.*



FERRARI. The Lancia-based Ferrari in the hands of Luigi Musso during the Italian G.P.

the lap speeds of the pre-war machines, but few could have foreseen that an unsupercharged 2½-litre car, running on petrol, could get round the Avus at 150 m.p.h. and last for 310 miles. Yet Brooks did that thing with his Ferrari in 1959. The pre-war lap record on the much longer course with the straights twice the length and with the same North Wall banking, stands to Bernd Rosemeyer's 1937 streamlined 6-litre 620 b.h.p. Auto Union at 172.75 m.p.h. It may be doubted whether he could have done it on the 1959 circuit. Those 16-cylinder machines were the first successful rear-engined Grand Prix cars, but embodied rear-end breakaway vices that have been eliminated from the modern cars of half the weight.

In the absence of Formula 2 (2-litres) for which there was obviously no demand when Formula 1 was 2½-litres, there were many more Formula 1 races in 1954 than there are today. In fact there were 28 of major importance in 1954, precisely half that number in 1960, but there were eight *grandes épreuves* in that year and this. Many of the 1954 races are now Formula 2 events, requiring considerably less starting money and allied expenses. There was no Monaco Grand Prix in 1954; there was no money to run the affair every year since the war and at that time the Dutch, Portuguese, Moroccan and American Grands Prix had not come on to the Calendar. The Swiss Grand Prix on the 100 m.p.h. circuit in the Bremgarten Forest, on the outskirts of Berne, was, as it turned out, run for the last time, for all racing was banned from 1955 after the disaster at Le Mans unnerved half Europe. The Spanish Grand Prix on the Pedralbes circuit in the suburbs of Barcelona was likewise run for the last time and basically for the same reason, it being almost impossible to make the course safe for spectators (although, come to think of it, the problem is much the same at Monte Carlo); in addition, the wealthy business-

men whose club, the *Penya Rhin*, guaranteed the finances, were confronted with the old problem of making a race pay where 90 per cent. of the crowd can watch for nothing.

However with those two races out of the list, we still had eight *grandes épreuves* in the past season. Next year we shall be back to eight again if, as seems inevitable, the Portuguese event reverts to sports and Grand Touring racing; the Argentine race has been abandoned.

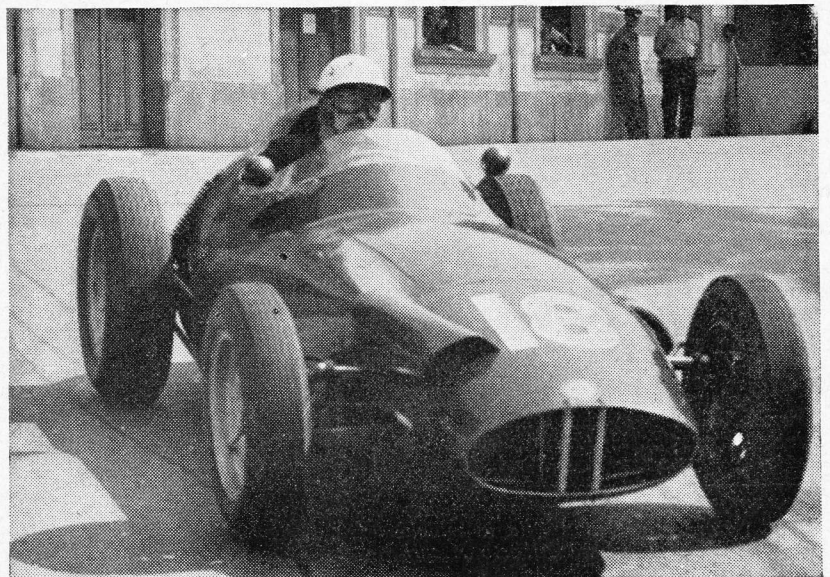
Since 1954 there have been 54 *grandes épreuves*, those classic races that carry the title of their nation, not counting the anomalous Indianapolis 500 Miles Race, where no European cars or drivers competed and from whence no American cars or drivers emerged to race in Europe, except in the Monza 500 Miles round the bankings in 1957 and 1958. At that time the United States had no International racing-car event other than the track race in Indiana, so, to keep them at least in the picture with a token event, the F.I.A. approved the American 500 Miles (established, after all, in 1911)

although since the war they have refused to adhere to any F.I.A. Formula. Next year the race is admitted to the short list of the new Inter-Continental 2-litre to 3-litre Formula, possibly because Brabham's shattering lap at 144 m.p.h. suggests even a modern 2½-litre unsupercharged car could live with their heavy, lop-sided and very special track cars of up to 4.2-litres unsupercharged or 2.8-litres with blower—at least for a time.

A preliminary survey of the results of those 54 Grands Prix is significant. In the seven years, Ferrari won 13 races, Cooper 13 in half the time, Maserati nine, Mercedes nine in two years, Vanwall eight in two years, Lotus one last year, B.R.M. one back in 1957 and Aston Martin none since they appeared in 1959 and withdrew halfway through 1960.

It is sad to look back at the decimation among the drivers who were at the wheel that first season of 1954. Fangio, five times World Champion (four times in the period), is in retirement, with Giuseppe Farina, Champion in 1950. Alberto Ascari, twice Champion under Formula 2, is dead, and with him on the Roll of Honour are Peter Whitehead (Ferrari), Luigi Musso (Ferrari), Onofré Marimon (Maserati), Jean Behra (Gordini, Ferrari, B.R.M., Porsche), Ken Wharton, Harry Schell (then a Maseratist, later driving B.R.M., Vanwall and Cooper as the years went by), Peter Collins (Vanwall and Ferrari), Mike Hawthorn (Vanwall and Ferrari), Don Beauman (Connaught), and Luigi Villorresi followed Farina into retirement on the death of his friend Ascari. No longer in first-class Grands Prix are Umberto Maglioli, Sergio Mantovani (who lost a leg in a crash but lived to race again), Hans Herrmann (Mercedes), the pre-war Champion Herman Lang, who had lost his touch over the years between, Karl Kling (Mercedes), daring but inexperienced, Baron "Barny" de Graffenried of Switzerland, Froilan Gonzalez, Fangio's compatriot, and "B. Bira", Prince Birabongse of Siam, threw his hand in and went to the Far East.

Of the cars racing then, Britain had



B.R.M. Joe Bonnier was the driver who won B.R.M.'s only Grand Prix—in Holland in 1957.

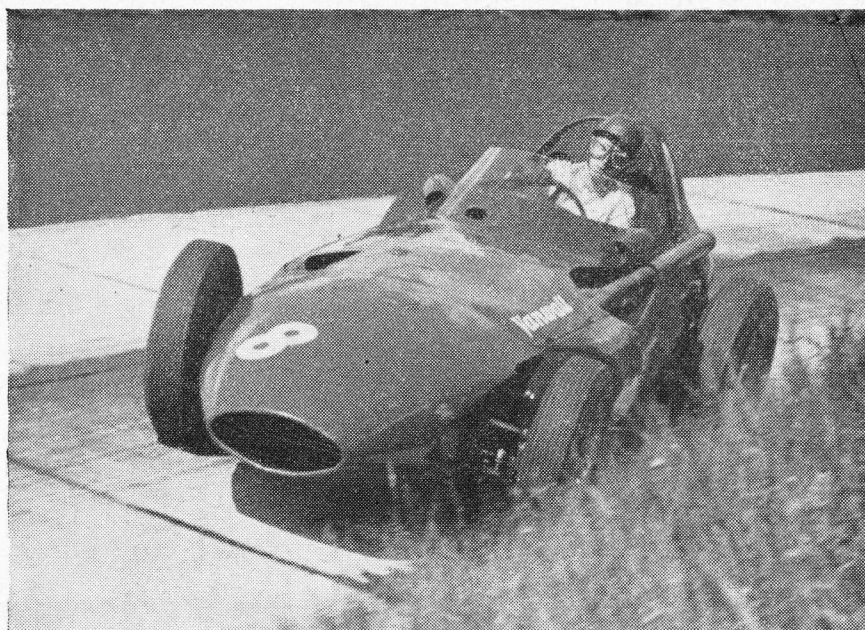
VANWALL. Tony Brooks holds his Vanwall in the Karussell at Nürburgring in 1959.

the 2½-litre Alta-engined Connaught (which backed by twice as much money, might have preceded the Vanwall as the first really successful Grand Prix car since the 1923 Sunbeams), the Cooper-Alta, and the first Vanwall, of only 2.2-litres that year as it had been built for the outgoing Formula 2 just too late. The European opposition was Mercedes (eight cylinders, fuel-injected, envelope-bodied and with inboard drum brakes at the front), Ferrari (four-cylinder, a blown-up version of the highly successful Formula 2 model but in a modified chassis with enclosed side tanks that won it the name "Beetle" and a tendency to dart), Maserati (six-cylinder 250F), the French six-cylinder Gordini in the earliest "ultra-lightweight" chassis to offset lack of power and the first racing car built by the Lancia factory—a squat V-8 with slab-tanks outrigged alongside the body acting as wheel fairings. The B.R.M. was by no means ready, a repetition of the history of the 1,500 c.c. model that determined G. A. (Tony) Vandervell, once their supporter, to go it alone and build his Vanwall.

Thus, the order of battle was: Germany (Mercedes), Italy (Ferrari, Maserati and Lancia), France (Gordini) and Great Britain (hovering on the outside fringe with Vanwall, Connaught, and in a few races, Cooper and H.W.M.-Alta). Four nations, nine marques.

Today, as the Formula comes to an end, we had Italy (Ferrari, for the Maserati was obsolete and no replacement appeared), and Great Britain (Cooper, Lotus, B.R.M., Vanwall with a single car in one or two races and Aston Martin)—two nations, six cars, plus the new American Scarab, utterly outclassed in its first trial season under completely unfamiliar conditions, and unable in three attempted races to give any true indication of its worth.

The chart summarizing the victories in the seven years speaks for itself. Maserati has not won a race for the past three years, reaching its final peak with a single car and a single driver, Fangio himself, back in 1957. Ferrari



has won only five races out of 25 in the past three years and his solitary win this year was in a race from which the leading British cars were absent. B.R.M., in play for six years, won one race. Lotus achieved their first G.P. triumph at Monaco (Moss) this year after Colin Chapman had scrapped his design following two disappointing seasons and produced a low, light, rear-engined version. Tony Vandervell in ill-health disbanded his Championship team in the winter of 1958 and since then has raced a single car, a somewhat lighter version, only two or three times, without success. Amédée Gordini, was forced out, together with Connaught and H.W.M., early in the Formula period by lack of money. The Lancias were handed en masse to Enzo Ferrari to revise and ultimately to scrap.

In a forthcoming issue we will begin to trace the history of these seven exhilarating years that saw so much change and some decay; years that turned the racing world upside down and altered the very character of Grand Prix racing.

THE GRANDES EPREUVES OF FORMULA 1 An Analysis of Victories

Marque	1954-1960*							Total
	1954	1955	1956	1957	1958	1959	1960	
Ferrari	2	1	5	—	2	2	1	13
Cooper	—	—	—	—	2	5	6	13
Maserati	2	—	2	5	—	—	—	9
Mercedes	4	5	—	—	—	—	—	9
Vanwall	—	—	—	2	6	—	—	8
B.R.M.	—	—	—	1	—	—	—	1
Lotus	—	—	—	—	—	—	1	1
Lancia	—	—	—	—	nil	—	—	—
Gordini	—	—	—	—	nil	—	—	—
Connaught	—	—	—	—	nil	—	—	—
H.W.M.	—	—	—	—	nil	—	—	—
Cooper-Alta	—	—	—	—	nil	—	—	—

* Prior to the Grand Prix of the United States on 20th November at Riverside, California.

Notes

Mercedes-Benz withdrew after 1955.

Lancia withdrew in the same year and were handed over to the Ferrari concern where, although successful in 1956, they lost their identity and were replaced first by a 4-cyl. and then the present V-6 engine.

Vanwall first appeared experimentally in 1954.

Coopers entered the *Grandes Épreuves* in 1957 (British Grand Prix) to be followed by Lotus in 1958.

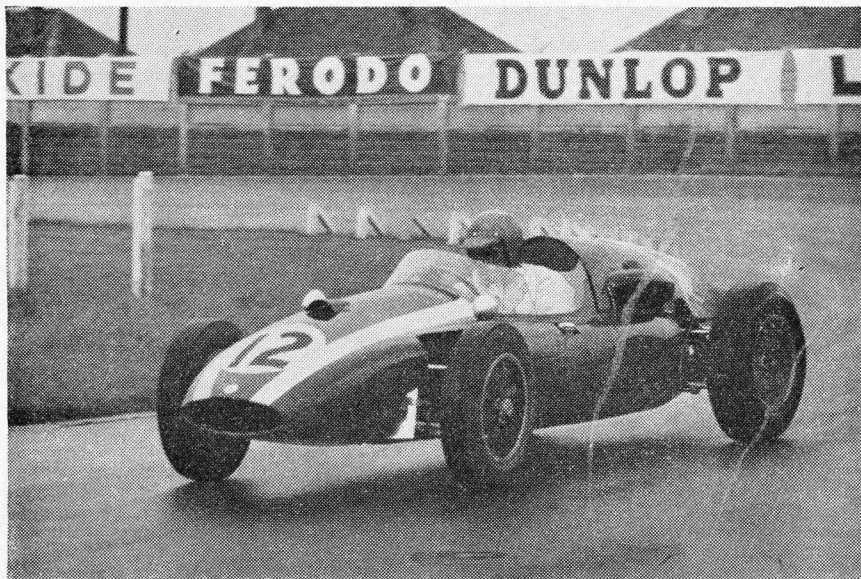
Aston Martins raced first in 1959 and withdrew during 1960.

£100 TRANSPORT

LATEST from the Noble minicar manufacturers is a weather-protected three-wheel scooter, the Nobletta. Noble introduced the Nobel 200 baby car several years ago.

The Nobletta is a startling new concept in transportation—a safe, three-wheeled motor scooter at an export price of £98. It is powered by the Sachs two-stroke engine. Economy of operation is guaranteed in its 130 m.p.g. fuel consumption. The vehicle, with three forward speeds, cruises at 35-40 m.p.h. The Nobletta seats two, and there is ample baggage space for touring or shopping.

COOPER. Jack Brabham and the 2½-litre Cooper-Climax have proved devastatingly effective during 1959 and 1960.



THEY'RE OFF! As the flag falls the front row of the grid accelerates away for the last 2½-litre Formula 1 Grande Epreuve. Fractionally ahead is Jack Brabham (2), from Dan Gurney (16) and Moss (5).

1 min. 55.6 secs., while Innes Ireland, in the third works Lotus, was credited with 1 min. 57 secs. Other car on the third row was the Cooper of Olivier Gendebien, who had recorded 1 min. 57.2 secs.

BEFORE the Grand Prix came the compact car race, of which more anon, and in the interval between the two events the experimental Chevrolet *Formule Libre* car did a few demonstration laps in the hands of Zora Arkus Duntov, its designer, and then with Stirling Moss at the wheel.

At the drop of the flag it was Brabham who rocketed away first, leading the race into the first corner with Dan Gurney's B.R.M. and Stirling Moss's Lotus right behind him. The Coopers of Gendebien and Phil Hill (Ferraris were not partici-

Moss Wins at Riverside

**Clear Win for Stirling Moss (Lotus) Gives Him Third Place in World Championship
Record Lap for Jack Brabham (Cooper) — Sunbeam Success in Compact Race**

THE second Grand Prix of the U.S.A., held on Sunday at the Riverside International Raceway, California, resulted in a win—and third place in the last World Championship to be decided in 2½-litre cars—for Stirling Moss, who crossed the line in the Rob Walker Lotus 38 secs. ahead of Innes Ireland to make it a Cheshunt one-two, while Bruce McLaren took third place for Coopers, and World Champion Jack Brabham took fourth place, a lap behind the leaders, after he had been delayed by two pit stops in the early stages of the race. Jack took an initial lead, holding first place for four laps, but on lap five made his first halt, which dropped him to ninth place. He made tremendous efforts to regain his lost ground, only to call at the pits again, ten laps later, reporting his car to be on fire and losing much ground while his car was examined by the pit crew.

Out he went again, but the lost ground was too much. Nevertheless, the Australian never gave up trying, and on lap 72 of the 75-lap race did a tour in 1 min. 56.3 secs. to set new record figures for the circuit.

FASTEST, after the Thursday practice session, was Stirling Moss, who took the Lotus round in 1 min. 55 secs. Second quickest was Dan Gurney, who did 1 min. 55.4 secs. in his B.R.M., and third best time was credited to another B.R.M.—Joe Bonnier's car, which recorded 1 min. 55.6 secs., while Jack Brabham recorded fourth best time for the 3.275-mile circuit with 1 min. 56 secs. John Surtees was fastest of the works Lotuses, setting fifth best time with 1 min. 57.2 secs., while Jim Clark did 1 min. 58.2

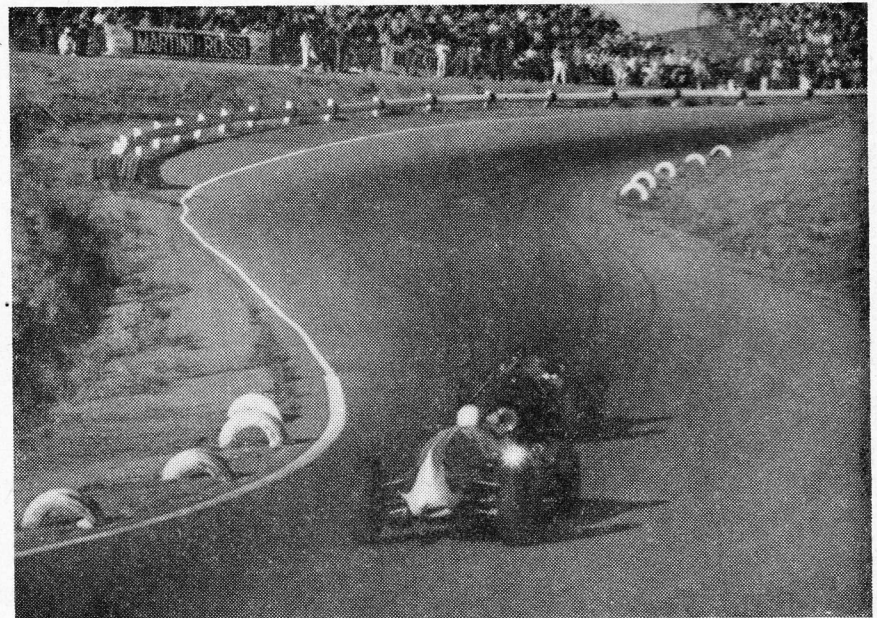
THE ESSES: Graham Hill's B.R.M., which retired with serious engine trouble when in fifth place—and laps—the American-entered Cooper-Ferrari of Pete Lovely.

secs. and Innes Ireland 1 min. 59.4 secs. Graham Hill, in the third B.R.M., did 1 min. 58.4 secs. Bruce McLaren did 1 min. 59.6 secs., and no one else bettered two minutes.

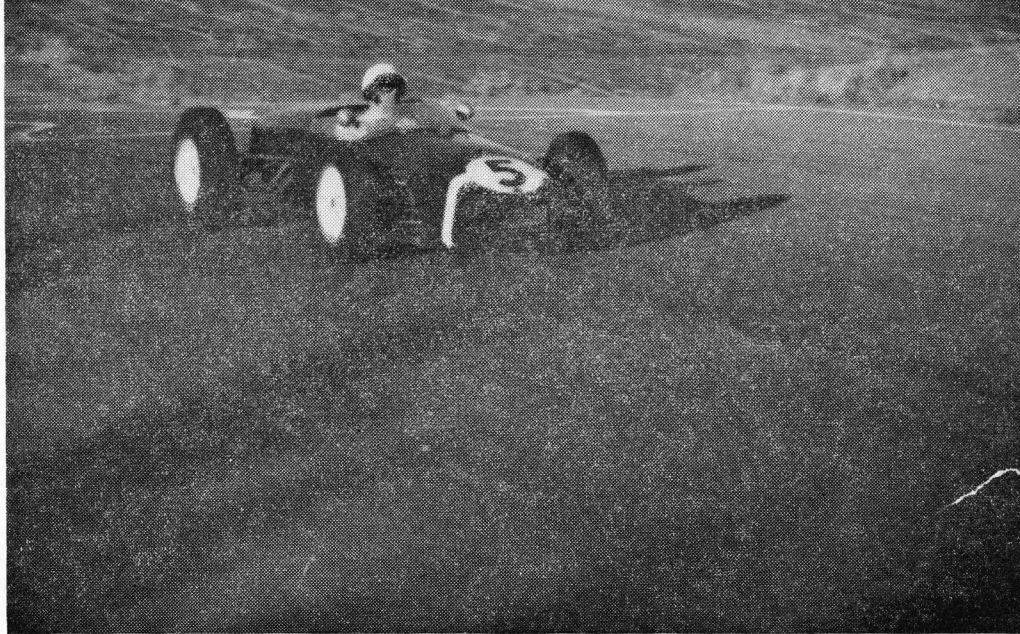
These times, however, were but indications of what was to come, for when the cars appeared on the grid on Sunday morning Stirling's time, for pole position, had improved to 1 min. 54.4 secs., while second fastest was Brabham, with 1 min. 55 secs. and third, to make up the front row, was Dan Gurney, with 1 min. 55.2 secs. The second row of the grid was shared between Bonnier, with a fastest lap of 1 min. 55.6 secs. set on the Thursday, and Jim Clark, with 1 min. 55.6 secs. John Surtees found himself on the third row, having also recorded

patting) required a push before they got away, but eventually everyone was off.

By the end of the first lap Moss had moved into second place behind Brabham, with Dan Gurney third, Innes Ireland fourth, Bonnier fifth, Jim Clark sixth, John Surtees seventh and Bruce McLaren eighth. On lap two Ian Burgess spun his Cooper-Maserati in the corner known as Turn 6, and stalled the engine. However, he pushed the car, restarted, and got away after the pack again. Among the leaders, Jack Brabham completed the second lap in 1 min. 59.5 secs., a speed of 98.66 m.p.h. On lap three, Joe Bonnier and Innes Ireland changed places, the Swede taking fourth place. Lotuses, in the hands of Ireland, Surtees and Clark now lay in fifth, sixth and



VICTOR: Among the long shadows of bright sunshine Stirling Moss, in Rob Walker's Lotus, tops a rise in the closing stages of the race, well in the lead.



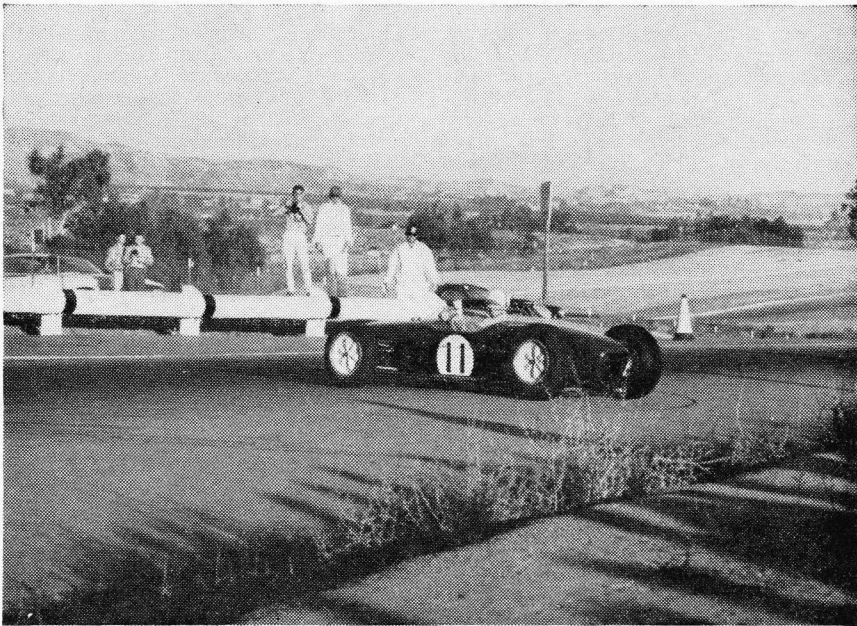
seventh places, but on lap four Innes Ireland appeared on his own, still in fourth place, while John Surtees came past a long way back, in 20th place. Of Jim Clark there was no sign, for his and Surtees' cars had collided at Turn 6 after, it was reported, Jim had spun. Both cars stopped, subsequently getting under way, John making a front wheel change while the Scot also made a pit stop, subsequently retiring.

At the end of the fifth lap came a change in the lead—Stirling Moss shot past in front, pursued by Gurney, Bonnier and Ireland, while Brabham came through in fifth place to call at the pits, shouting "On fire!" He was not alone in being in trouble, for poor Maurice Trintignant was limping along at the tail of the field, suffering from petrol fumes which were filling the cockpit of his Cooper-Maserati.

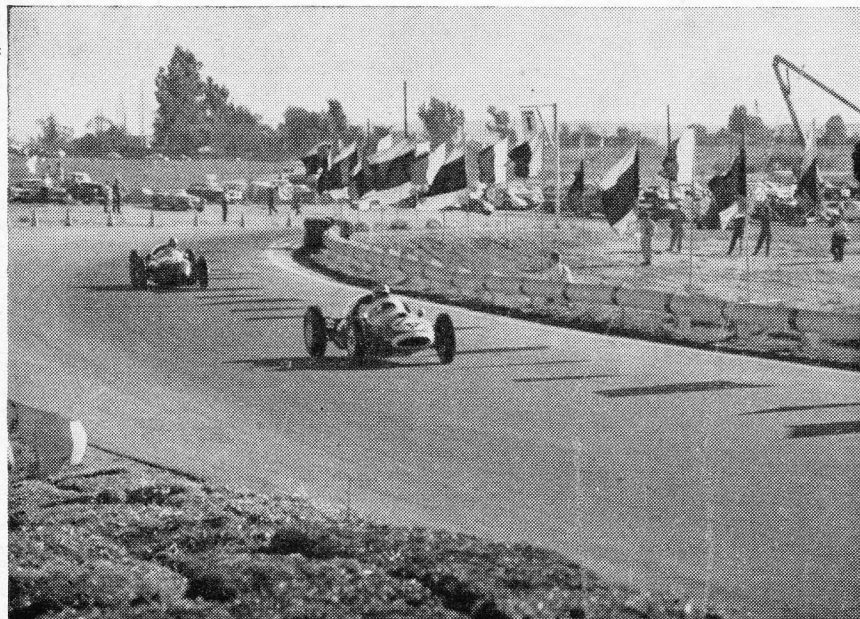
With Jack Brabham in the pits, the order after five laps was Moss, Gurney, Bonnier, Ireland, Tony Brooks, in a Yeoman Credit Cooper, McLaren, Graham Hill and Jim Hall (Lotus), while Jack rejoined the race in ninth place, moving up to eighth on lap seven when Tony Brooks, lying fifth, spun on Turn 7 and retired off the road. On the eighth lap Joe Bonnier moved up to second place after passing team-mate Dan Gurney, while Trintignant arrived at the pits again, to investigate a fuel leak.

After ten laps the race was still led by Moss, ahead of Bonnier, Gurney, Ireland, McLaren, Graham Hill, Jim Hall, Phil Hill, Olivier Gendebien and Roy Salvadori, in the Tommy Atkins Cooper. Average speed of the race was 99.5 m.p.h.

With 11 laps completed there came another casualty, when Ron Flockhart, in a third works Cooper, retired with brake trouble. Dan Gurney retook second place from Joe Bonnier, a fine dice existing between the two B.R.M.s, with Moss something like six seconds ahead of the pair of them. After 15 laps, Moss led Gurney by six seconds, Bonnier was a second behind the American, with



OOPS! John Surtees finds himself facing the wrong way in his works Lotus. The car was among the non-finishers.



Innes Ireland seven seconds behind him and Bruce McLaren a further 29 seconds behind. Fastest lap at this stage stood to the credit of Stirling Moss, in 1 min. 57.4 secs., while Jack Brabham was the only other driver who had so far bettered 1 min. 58 secs., having lapped in 1 min. 57.8 secs. After 18 laps, however, the order changed again when Dan Gurney went out of the running, his B.R.M. being retired at the pits with a burst water hose.

Two laps later, after 20 tours of the testing circuit, the order was: 1, Moss (Lotus); 2, Bonnier (B.R.M.); 3, Ireland (Lotus); 4, McLaren (Cooper); 5, Graham Hill (B.R.M.); 6, Jim Hall (Lotus); 7, Phil Hill (Cooper); 8, Gendebien

LEADING Brian Naylor's J.B.W.-Maserati, also destined not to finish, is Roy Salvadori as the pair come through a left-hander in the course of a battle for ninth place.

OUTSTANDING SUCCESS in the compact cars race which preceded the Grand Prix was gained by Peter Harper's Sunbeam Rapier, which won its class easily and actually took third place overall.

rent that Bonnier was definitely slowing, and his engine sounded less healthy than previously. Then, on lap 60, Bonnier went past with the engine sounding extremely rough, and Innes shot past to take second position, albeit well behind the flying Moss. At the end of the lap, as expected, Joe Bonnier came into his pit, the engine possessing a very ragged note. A short conference followed an examination, and the car went back into the race, holding fourth place now, with apparent throttle linkage trouble.

At 60 laps, then, the order was: 1, Moss (Lotus); 2, Ireland (Lotus); 3, McLaren (Cooper); 4, Bonnier (B.R.M.); 5, Hall (Lotus); sixth place now was held by Jack Brabham, who was going great guns in his efforts to make up his lost ground and had passed Phil Hill on lap 58. Race average had now gone up to 98.4 m.p.h., and on lap 59 Jack had gone round in 1 min. 56.7 secs., the fastest lap of the race so far. On lap 67 he took Hall's Lotus to move into fifth place overall as the pair took Turn 7, but was still a lap behind the leaders. Indeed, only the first three cars were now on the same lap as the leader, and Moss, easing off now to lap in around two minutes, led Innes Ireland by 22 seconds, while Innes was 10 seconds ahead of Bruce McLaren, now making his effort. Phil Hill, in seventh place, spun his Yeoman Credit car in Turn 8 and coasted downhill to the back-stretch to restart his engine. He managed to get going again without losing a place.

On lap 68 Brabham, still going like the wind, passed Bonnier's rough-sounding B.R.M. to take fourth place, and on lap 70 Jim Hall, who was driving an extremely good and well thought-out race, also took advantage of the sick B.R.M. to pass Bonnier into fifth place. On lap 72 Jack Brabham put in a tour in 1 min. 56.3 secs. but, with only three laps left of the 245.6 miles race, he had got as far as he could in terms of finishing order.

(Cooper); 9, Salvadori (Cooper); and 10, Brian Naylor in the J.B.W.-Maserati. The average speed of the race was 98.8 m.p.h.

Henry Taylor, in one of the four Yeoman Credit Coopers (the others were Tony Brooks, Phil Hill and Olivier Gendebien), was in trouble, making pit stops first with overheating problems, and then to investigate trouble with the plug leads. After 25 laps—one-third distance—Moss led Bonnier by 14 seconds, while the Swede was a comfortable 11 seconds ahead of Innes Ireland. In fourth place, Bruce McLaren was making up his deficiency over the Scot, and now lay 26 seconds behind, and nine seconds ahead of Graham Hill. Only the first eight cars were now still on the same lap as the leader, while Jack Brabham, back in the race and running smoothly, lay in tenth place, closing all the time on ninth man Salvadori, but was still a lap behind the leader.

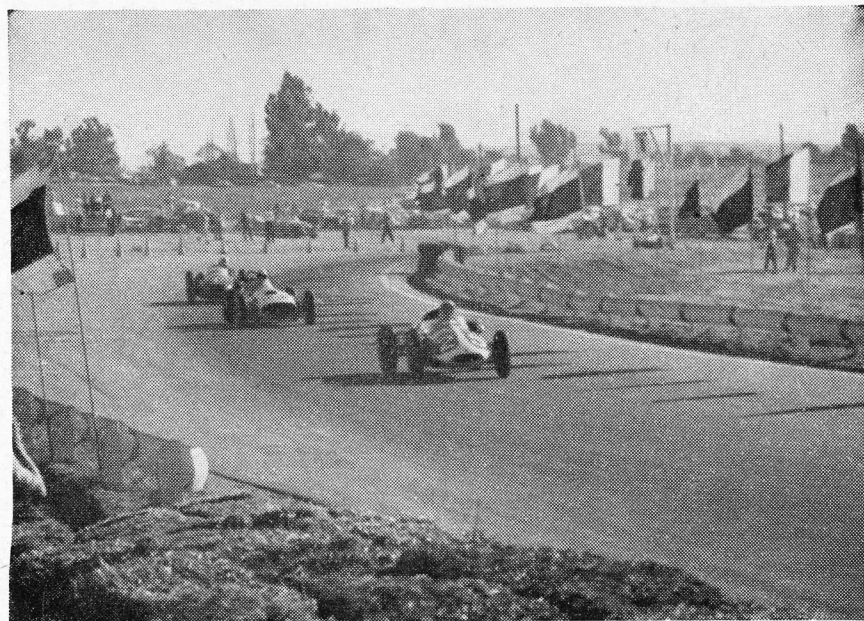
At 30 laps, with the race average standing at 97.9 m.p.h., the official order was: 1, Moss (Lotus); 2, Bonnier (B.R.M.); 3, Ireland (Lotus); 4, McLaren (Cooper); 5, Graham Hill (B.R.M.); 6, Hall (Lotus); 7, Phil Hill (Cooper); 8, Gendebien (Cooper); 9, Salvadori (Cooper); and 10, Brabham (Cooper). Five laps later, however, the prospect bleakened still further for the B.R.M. team, already one car short after Gurney's retirement, faces in the Bourne concern's pit grew longer as Graham Hill came slowly in. Mechanics lifted off the bonnet, looked at the engine and immediately pushed the car into the paddock and out of the race, and it was reported that the engine had suffered grave damage.

This allowed the American, Jim Hall, in a privately entered Lotus, into fifth place. Fastest lap of the race, previously standing to Moss after his 1 min. 57.4 secs. tour, was now credited to Joe Bonnier who had apparently got the B.R.M. round in 1 min. 57.2 secs. On lap 35 Jack Brabham moved up into eighth place overall after taking Salvadori's Cooper, and proceeded to give chase to

Gendebien's Yeoman Credit machine, in seventh place. Moss, lapping steadily and coolly in around 1 min. 58 secs., now led Bonnier by 22 seconds, while the Swede led Ireland by 15 seconds and, in turn, Innes was 28 seconds ahead of Bruce McLaren, who was now dropping back slightly. The American Hall still held fifth place, a further 37 seconds in arrears. After 45 laps the race average speed was 97.2 m.p.h., and the order of the first 10 had varied with the addition of von Trips (Cooper-Maserati), who had now appeared in 10th place. On the 45th lap, Olivier Gendebien, still in seventh place ahead of Brabham, pulled into the pits with an overheating engine and lost a lap while water was added, pulling back into the race in 11th place, while Jack Brabham now lay seventh. After five laps Gendebien took 10th place from Chuck Daigh's Scarab, which was still valiantly holding on.

Meanwhile interest was centring on the second and third men, for it seemed that Innes Ireland was distinctly gaining ground on Bonnier's B.R.M. After another half-dozen laps it became appa-

AMERICAN TRIO: An all-American string sweeps through one of the course's nine corners. Pete Lovely (Cooper-Ferrari) leads Chuck Daigh (Scarab) and Robert Drake (Maserati).



TRYING HARD: The World Champion hangs out the tail of the Cooper during his tremendous struggle to make up lost ground. In the course of his drive he set new record lap figures.

Stirling Moss really eased off at the end, and completed the last lap in an unhurried 2 mins. 02.0 secs. to win by a more than comfortable margin, and gaining for himself third place in the 1960 World Championship—as well as another *grande épreuve* victory for Lotus Engineering. Jim Hall, after an extremely good race, suffered bad luck on the last lap and, apparently, suffered rear end trouble, coasting down the back-stretch of the course to cross the line in seventh place, ahead of Salvadori, von Trips, Chuck Daigh (Scarab), Pete Lovely (Cooper-Ferrari), Gendebien, Robert Drake (Maserati), Henry Taylor, Trintignant and Clark.

Thus ended the last occasion on which 2½-litre Formula 1 cars will be seen in a *grande épreuve*, and the second Grand Prix of the United States of America.

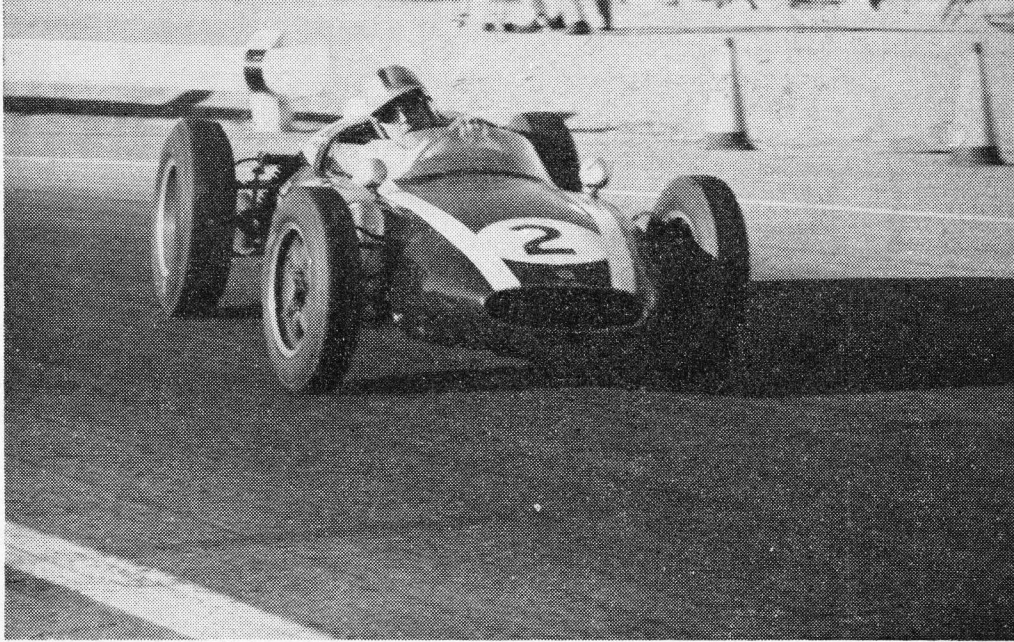
Results

1, Stirling Moss (Lotus), 2 h. 28 m. 52 s., 75 laps, 99.0 m.p.h.; 2, Innes Ireland (Lotus), 2 h. 29 m. 30 s.; 3, Bruce McLaren (Cooper), 2 h. 30 m. 52 s.; 4, Jack Brabham (Cooper), 74 laps; 5, J. Bonnier (B.R.M.); 6, Phil Hill (Cooper).
Fastest lap: Brabham, 1 m. 56.3 s. (record).
Non-finishers: Flockhart, Brooks, Surtees, Gurney, Hill, Burgess, Naylor.

Formula Junior Race

THE 25-lap race for Formula Junior cars, held on the day before the Grand Prix, resulted in a Cooper win, Walt Hansgen crossing the line nearly 13 seconds ahead of Bill Krause's Lotus. Third was another Lotus, that of Ed Leslie, some 34 seconds behind Krause.

An initial lead as the cars left the grid was taken by Don Hulette, in an Envoy, but Walt Hansgen took the lead from him as the field streamed through the Esses, and at the end of the first lap the order was Hansgen, Krause, Leslie, Ken Miles (Dolphin) and Jim Hall (Lotus). On lap five Krause took the lead on the back-stretch, but on the same lap Hansgen got in front again to start lap six about a length ahead, the leaders lapping in about 2 mins. 16 secs. (86.7 m.p.h.). On lap eight Ken Miles lost fourth



place to Jim Hall and on lap nine Krause again grabbed the lead in the back-stretch, only to lose it to Hansgen again in the Esses.

After 14 laps Hansgen pulled away from Krause, building up a six-seconds lead, while the third man, Leslie (Lotus), lay a further six seconds in arrears.

Hansgen continued to build up his lead, and throughout the remaining laps there was no change among the leaders. Hansgen finally crossed the line in the Cooper, which is Briggs Cunningham-owned, just 12.8 seconds ahead of Krause, to complete the distance at an average speed of 87.2 m.p.h.

The Compact Car Race

THE compact car race, which preceded the Grand Prix, saw Jaguars take the first two places overall and, of course, win their class. But perhaps the most notable performance was that of Peter Harper's Sunbeam Rapier, which not only won its class but took third place overall behind two 3.8 Jaguars. A Morris Mini-Minor, driven by George Beavis, won its class and took fifth place overall.

A Le Mans-type start was scheduled for this event, but in the interests of safety, and to allow drivers to fasten their seat-belts, the race started with cars lined up *en échelon* with the drivers already on board, while pit members ran across the track to touch their drivers' hands.

First car away was Pearson's Volvo, but Walt Hansgen, the eventual winner, rocketed past him in the short distance before the first corner to take the lead. By the end of the first lap Hansgen and his team-mate, Augie Pabst, also in a 3.8 Jaguar, had pulled out well ahead of the pack, and following them came Peter Harper (Rapier), then Paddy Hopkirk (Rapier) and Pearson's Volvo.

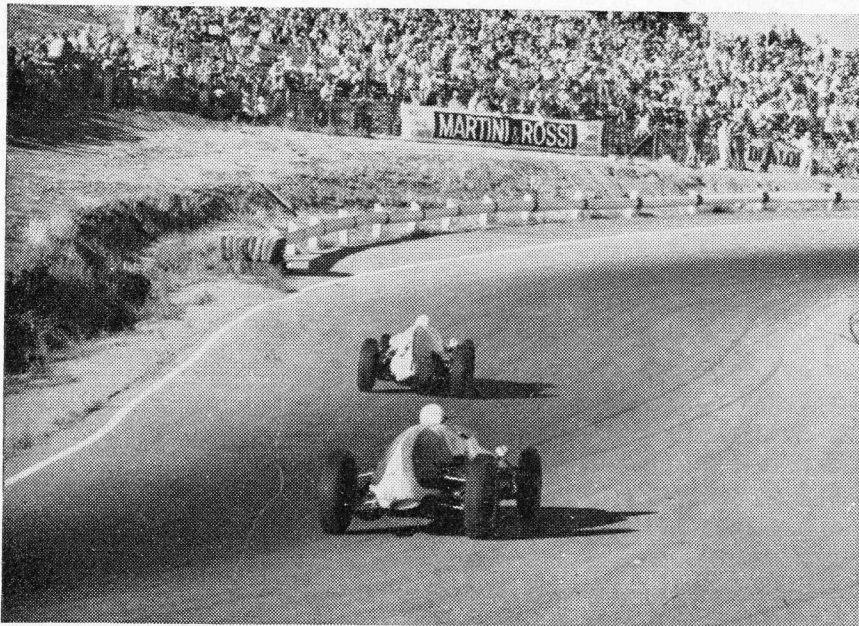
Hansgen and Pabst were already lapping at about 78 m.p.h.—something like 2 mins. 32 secs. In the smallest class, for cars up to 850 c.c., Ted Block's Dauphine held the lead, running in sixth position overall. After three laps Pabst grabbed the lead on the downhill back-stretch, held it through Turn 9 and completed his fifth lap in 2 mins. 30 secs., holding first place by a narrow margin.

After five laps the Jaguars were some 35 seconds ahead of the rest of the field, which was led by Harper, Hopkirk and Pearson ahead of Block's Renault, Hudson's VW, Cunningham's A40, Beavis's Mini-Minor and McLaughlin's Falcon. On lap seven Hansgen re-took the lead from Pabst, and the fastest lap of the race stood to his credit with a time of 2 mins. 29.2 secs. The Rapiers were now lapping at around 2 mins. 37 secs., and the Volvo at about 2 mins. 45 secs.

The two leading Jaguars swapped places time and time again until lap 23, when Hansgen re-took first place, to hold it until the end of the race. Fastest lap by Hansgen—and of the race—stood at 2 mins. 26.4 secs., while Harper had done 2 mins. 37.5 secs. and Pearson 2 mins. 44.5 secs.

They finished with Hansgen ahead of Pabst, and Harper third, two laps behind. Fourth, and a lap behind Harper, was Pearson's Volvo.

STRANGER in the car: Not in a Ferrari, but in one of the four Yeoman Credit Coopers, Phil Hill leads Lovely's Cooper-Ferrari through the Esses. Note the dense crowd in the grandstands.





The Guy Fawkes 200

Record Entry for Falcon Motor Club's Long Distance Trial

As the crackle of fireworks and the glow of bonfires died away the competitors in this year's Guy Fawkes Trial assembled at five starting points to make their way to the rendezvous at Puesdown near Cheltenham, whence a common route card led them to a series of observed sections and special tests. This now famous event has become increasingly popular over the years, and the 1960 edition was a mammoth affair with little short of 100 starters. As an experiment, there was an additional class this year for cross-country vehicles and the British Army Motoring Association was quick to join in the fun with teams of Champs and Land Rovers. These machines were allowed to use four-wheel drive, but were called upon to perform the toughest tasks, previously reserved for the Specials. The results of this were extremely interesting. The ease with which an apparently clumsy vehicle can sail up the steepest gradient when all four wheels are contributing to the effort tends to make the Special look a trifle silly. This is a pity, as the onlookers' appreciation of a Special's success has always been roughly proportional to the sound and the fury of its endeavour, and the Army were the first to say that, should they be invited to take part again, they should be restricted to the use of rear-wheel drive. In spite of their ability to climb, however, the military vehicles did not manage to produce a clean sheet at the end of the trial, although two of the only five were recorded by private entrants of Land Rovers. The thing which gave the trials drivers the edge over their Army rivals was their skill at

stop-and-restart tests, and they were also noticeably faster in the timed climbs.

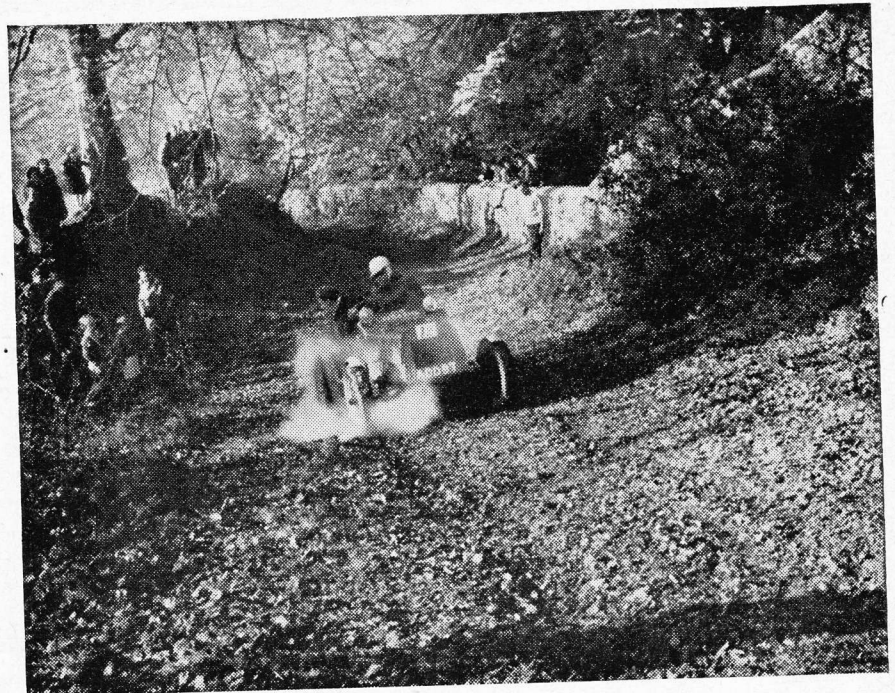
The weather for the event was absolutely glorious and it was rather surprising that the torrential rains which had caused such havoc up and down the country had not produced the seas of mud which we had expected to find; in fact, several of the hills were easier than they normally are in a dry year, and very little modification to the route was necessary on this score. The hairpin at the bottom of Postlip, the first section, was, however, cut out, and this was run

TACKLING Stanway in the dark is Ian Wilson in his Wilson-Ford. Despite lack of visibility his passenger still seems to be very busy.

as a straight sprint. A remarkable performance was recorded here by W. B. Caldwell, whose TR3 shared best time with Michael Lawrence's winning Special. Following this came a stop-and-go test at Guiting Cross in which best time in any class plus 20 per cent. was standard time, and marks were lost for failing to achieve this, or for making a nonsense of the test by not stopping, running back, or crossing the foul line at the end. Penalties here were numerous, and a number of the Army drivers blotted their copy books.

At the foot of Woodmill Lane there is normally an ink-black swamp which deters the stoutest hearts but, incredibly, this had disappeared and the hill held few terrors, claiming only four victims from the entire entry. This was followed by Stanway, a new section which was brought in, thanks to the enthusiastic co-operation of the residents at the foot, who welcomed the competing cars as a novel form of reveille! This rough track measures exactly a mile from foot to summit, and is apparently the remains of the original main road. Five furlongs of this were covered before the beginning of the observed section was reached; there was then a restart line where the gradient increased and, at the top, the special and four-wheel-drive vehicles had to turn left up the bank and drop into a converging track. Tackled in the dark, this must have looked pretty formidable, but all the failures here occurred at the restart line.

With dawn breaking and the Cotswold countryside looking its glorious best, the field moved south of Cheltenham to another stop-and-go test in Jack's Wood. In this case, the cars restarted at a given signal and were required to clear the section in a certain time, dependent on their category. The Clerk of the Course said afterwards that he had been too generous here, and failures were few.



THE LADDER claims another victim—G. H. Fry's Cattling Special retires in a cloud of smoke and steam after trying conclusions with the bottom step.

IMPRESSIVE effort being made by T. I. Wood's Messerschmitt on Fort I. Note the independent suspension working overtime in the muddied ruts.

The next section, Througham, was unfortunately deleted in view of the conditions at the approach and exit, and the field went straight to breakfast in Cirencester.

Refreshed and refuelled, they set out for Ferriscourt where there were two timed climbs, after which there was another new section at Catswood. This was a real beauty in the classic tradition, a steep winding lane between high banks, liberally carpeted with wet beech leaves. It was originally intended to be on the menu for all except the competitors in the Guido Vase event but, in view of the heavy rains, it was restricted to the specials and four-wheel drivers. Nevertheless, several people had a go at it who need not have done so, including C. W. Ellison, whose immaculate Le Mans Singer won the sports-car category, and all who tried it voted it huge fun. The specials treated it as a speed hill-climb, and it was wonderful value for the spectators.

Following this there was a stop-and-restart test at Stancombe where John Tucker-Peake, driving his brother's Tucker-M.G. for the first time, got confused with the fly-off handbrake and collected an infuriating penalty. He was by no means alone, since a third of the entry made a mess of this one, but it was very galling for a man who normally excels in tests. He was also, in common with F. E. Cousins (Cannon), the victim of a slight confusion in the matter of marshalling on Nailsworth Ladder, which cost him a further eight marks, but this did not prevent his team winning the team award.

The Ladder was in surprisingly benevolent mood and there were numerous successes by a wide variety of vehicles, but the day is still a long way off when cars will climb this famous hill as a matter of course. As a pure climb it would hold no terrors for any special, but they are handicapped by means of a restart line just below the bottom step, and even Derek Fleming who won the



category last year was numbered among the victims as a result of keeping too much wind in his tyres.

As usual, awards were won and lost on Fort I. All the leaves had disappeared from this very steep S-bend section, but the rich loam was still extremely slippery and soon got churned up into deep ruts, particularly once the four-wheel-drive boys got loose on it. G. S. Edwards, who won the saloon category with his VW, got into sub-section 1 before sticking on an exposed tree-root, and this was the best performance until the arrival of the winning team consisting of Ron Warren, Derek Fleming and John Tucker-Peake. Ron, who makes a habit of conquering this hill, failed to produce his usual form, but the other two romped over the top to record the first "cleans". This started quite a fashion but, nevertheless, no saloon or sports car ever succeeded in getting over the top. A performance which brought

forth a cry of approbation from the onlookers came from T. I. Wood, whose Messerschmitt climbed magnificently although, by this time, the ruts were nearly as deep as its tiny wheels. Then, in common with W. B. Caldwell, he made a mess of the stop-and-restart test on Fort II, which left Ellison's Singer in proud possession of the sports-car award.

Fort II was also in a fairly benign condition, though the restart test caught out quite a number, and Axe was climbed by most although the unfortunate marshals had an adventurous time with two flat tyres on competing cars and the near-inversion of an Army vehicle; those who failed here fell foul of boulders half-way up. So, by way of Scrubbett's Lane, which bagged a Dellow, a Land Rover and a Renault, we came to the end of another very enjoyable long-distance trial. The five clean sheets went to three specials (Michael Lawrence, Michael Barker and Arthur Hay) and two civilian Land Rovers (Peter Marr and John Bracey), and W. W. Bridges was clean in the Guido Vase contest with his Volkswagen. Once again we can thoroughly recommend this event to the enthusiast for such things, but those who want to compete next year will have to act quickly, as the organizers have definitely decided not to attempt to run it again with such a large field.

DAVID PRITCHARD.

Results

President's Cup (best performance by a Falcon M.C. member): M. J. Lawrence (Lawford), 0. **Bouncer's Bowl (passenger of above):** Miss P. Masters. **Kestrel Cup (best performance by a special):** M. J. Barker (Wombat), 0. **4 x 4 Cup (best performance by a cross-country vehicle):** P. Marr (Land Rover), 0. **Falcon Cup (best performance by a sports car):** C. W. Ellison (Singer), 8. **Peregrine Cup (best performance by a saloon):** G. S. Edwards (Volkswagen), 1. **Team Award:** The Falconers: R. E. Warren (Dellow); D. G. Fleming (Primrose); J. Tucker-Peake (Tucker-M.G.), 23. **Best Army Team:** School of Artillery: Gnr. Dixon; Bdr. Styles; Cpl. Caldow (Champs), 40. **Guido Vase (best performance in separate competition):** W. W. Bridges (Volkswagen), 0.



MAKING its triumphant but unnecessary ascent of Catswood is C. W. Ellison's Singer. He won the Falcon Cup for the best sports car performance.

LANCS & CHES "ECONOMY" TOUR AT OULTON PARK

ON Saturday, 12th November, the Lancashire & Cheshire Car Club entertained their members to a most instructive and amusing afternoon's sport.

The Grand Prix Circuit at Oulton Park was the scene of their first annual economy run which was so successful that next year it's a must for an open event. Briefly the idea was to see how many tours a car could complete averaging a minimum of 30 and a maximum of 40 miles per hour on one measured gallon of fuel or in the case of very small cars, half a gallon. Competitors had to equip themselves with a gallon tin, worn inside or out, and directly coupled to the pump or carb. The Club supplying and measuring the fuel! As each car was pushed up to the line, its passenger was seized and placed in another car to act as observer. At the drop of the flag



ABOVE RIGHT: Winner of the big car class was R. Grant in his TR3 who travelled 47.8 miles on his gallon of petrol. ABOVE: Having used up the statutory gallon, Miss D. Wooley has come to a halt and is being checked by a travelling marshal. Note the petrol tank in the passenger seat.

cars were started and had to run to a standstill, the track having been previously marked in 27 sections. They were then "picked up" by travelling marshals, the "whole" working perfectly with no snags!

No holds were barred. There were Racing Loti sounding like barrel organs on one carb; doors and windows were taped, a Renault Dauphine appeared wearing the biggest rear "boots" yet seen and a well-known VW exponent used tyre pressures of 80 and 50 pounds respectively. This seemed to pay off as he, or one Peter Crummack, was still circulating some two and a quarter hours after the start, trailed by all the travelling marshals, well after all but he had stopped, actually completing 70.3 miles!

Other long distances travelled included 104.3 miles by Smith's N.S.U., 72.7 miles by Hulme's Morris 1000 and 70.8 miles by the Sprite of P. Grant. The larger class gave best to R. Grant's TR3, which travelled 47.8 miles. Another run well worthy of comment was 63.6 miles by Dodgson's full race Lotus XI.

FRANCIS PENN.



LEFT: FORWARD the light brigade! With obvious encouragement from the spectators W. Beaumont ascends one of the hills at the recent North Midland Autumn Sporting Trial. RIGHT: ELDERLY Austin 7s appeared in abundance at the Autumn Trial. Here A. Myers coaxes his pre-war car up one of the slopes with the aid of an energetic passenger.

CHAMPIONS CHOOSE CASTROL

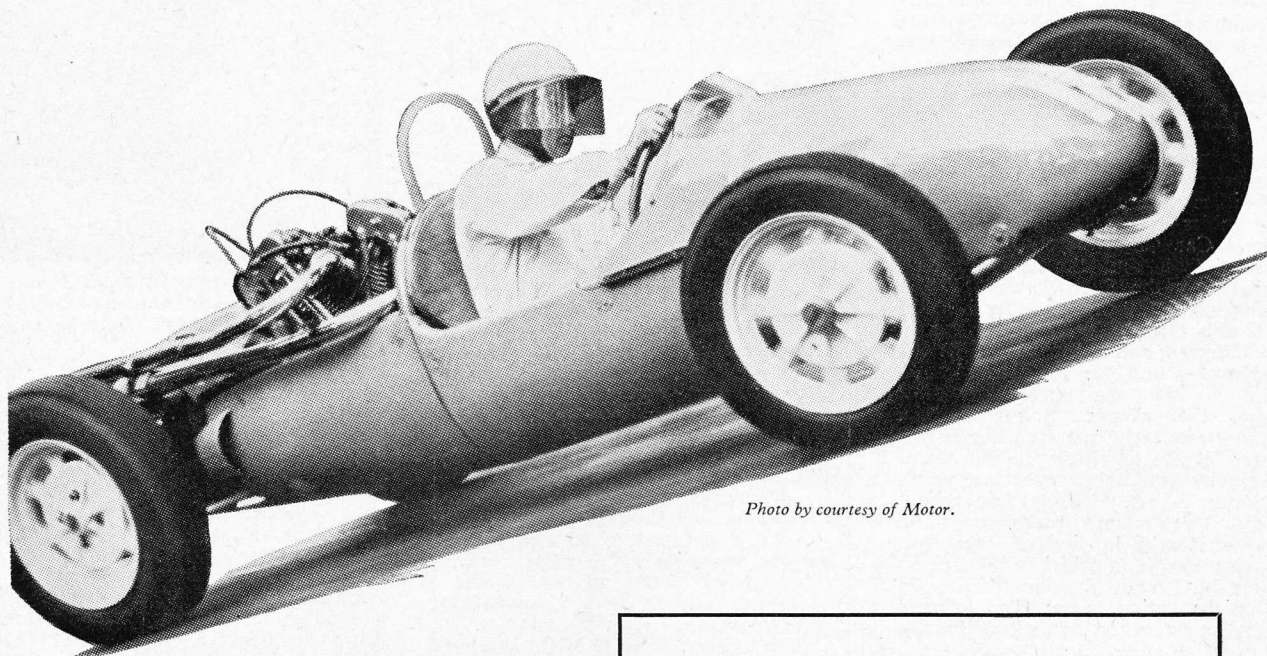


Photo by courtesy of Motor.

David Boshier-Jones writes:

"Once again it gives me great pleasure in advising you that I have won the R.A.C. Hill Climb Championship.

"This year, as you know, the competition has been pretty fierce, and my J.A.P. engined Cooper had to stand up to a great deal of really hard work. Thanks to Castrol, however, I have never had a moment's worry about lubrication. I do want you to know, therefore, how much I appreciate the part that Castrol has played in helping me win the R.A.C. Hill Climb Championship for the third year running."

David Boshier-Jones Cooper J.A.P. 1100 Major Successes 1960

1.5.60.	Prescott.	F.T.D.	41.52
12.6.60.	Shelsley Walsh.	F.T.D.	35.76
25.6.60.	Bo'ness.	F.T.D.	32.66 <i>New Record</i>
2.7.60.	Rest & Be Thankful.	F.T.D.	52.05 <i>New Record</i>
9.7.60.	Westbrook Hay.		24.06 <i>New Record</i>
21.7.60.	Bouley Bay.		50.80 <i>New Record</i>
6.8.60.	Great Auclum.		20.49 <i>New Record</i>
28.8.60.	Shelsley Walsh. 1st. Championship Class		41.38
11.9.60.	Prescott.		50.96 <i>New Record</i>

R.A.C. Hill Climb Championship

76 Points gained out of a possible 77.
16 Meetings entered 15 major awards won, throughout season of 1960.

Follow the experts, always ask for

CASTROL *by name*



Club News

By MICHAEL DURNIN

THE Nocturne Night Rally has had to be postponed because of the present Foot and Mouth Disease epidemic in the area in which the rally was to be held.

THE "MOTOR WORLD" RALLY CHAMPIONSHIP, 1960

WINNER of the 1960 *Motor World* rally championship, organized by the Scottish weekly motoring magazine, was Robert Peattie, Dunfermline, driving a Triumph Herald saloon. His navigator, the bearded Noel Marsh, also comes from Dunfermline.

The championship was decided on points over six best performances in the eight rallies chosen throughout the year. These rallies ranged from the South of Scotland Car Club's Ayrshire Rally in the south-west and the Border Rally organized by the Berwick and District Motor Club in the south-east to the "55" Car Club's Grouse Rally in the north. Over 150 competitors were listed in the championship and the Triumph Heralds proved to be the most successful marque, the winner, Bobby Peattie, driving a perfectly standard single-carburettor Herald to victory in the championship by two points over last year's champion J. A. (Sandy) Morrison. Morrison, in second place, drove a Triumph Herald in five of the eight qualifying events in which he competed and an M.G.A. in the last three. In third place, tying, were Tom Currie (M.G.A.) and Gordon Bennett (Hillman).

In the championship, the winner Peattie scored a win in the Falkirk and District Motor Club Bairsns Rally and was third in the important Highland and Border rallies. He and Noel (his navigator) like really difficult navigation on their rallies and his car has given him no trouble throughout the year.

Next year's championship will contain 16 events of which the best performance over a certain number will count towards the rally championship. The first event in the 1961 championship is the Highland Car Club's Snowman Rally on 4th-5th February.



"AUTOSPORT" ENTRY: Lloyd Roberts/Michael Durnin (Renault Dauphine) getting under way at the start of the Norwester Rally. Michael is seen here collecting a route card from the Chairman of the L.M.C., John Suter.

Coming Attractions

- 26th November. R.A.C. Rally Races.** Brands Hatch, near Farningham, Kent. Start, 10 a.m.
- 27th November. Kentish Border C.C. November Sporting Trial.** Start, Weaving House, off A20 near S.E. Maidstone, 10.30 a.m.
- 3rd-4th December. Swansea M.C. National Rally of the Vales.** Starts from Swansea, Cardiff and Gloucester. Farnborough and D.M.C. Winter Mixture Rally. Starts Farnham and London.
- 4th December. London M.C. Gloucester Trial, Highwayman Inn, Beech Pike, Elkstone, near Cheltenham.** Start, 11 a.m.

FEDDEN TROPHY TRIAL

THE Bristol M.C. and L.C.C.'s Fedden Trophy Trial was held in the Lulsgate, near Bristol, area on 12th November. The event resulted in a win for reigning trials champion Charles Pollard, who took the premier award after put-

ting up a better time in the driving test, since he tied—the third occasion on which this has occurred—with Peter Highwood on the hills. Charles and Peter completed the 1959 R.A.C. Championship trial with the same total of marks from the hills, and a few weeks ago, when the High Peak Trial was held on the same ground as the Championship event, they tied again, although not, on that occasion, for best performance. In the Bristol event, both drivers had a clear margin of 21 marks over third man, Ernie Chandler.

The morning sections of the trial were held in Goblin Coombe, and consisted of steep ascents on surfaces alternating between grass and leafmould, while on many of the hills advantage was taken of trees and undergrowth to provide natural obstacles. Very few competitors, however, managed to make much impression on these sections as the extremely wet ground rapidly churned into mud, offering a minimum of grip, and many cars were barely persuaded to leave the starting lines. This part of the course, at least, was an "early numbers" picnic.

Leading at the lunch break was Percy Barden, with a total of 84 marks lost, while close behind him was Geoff Lindsay, with 85. Charles Pollard, handicapped by running later than he should have done, was holding third place, four marks behind Lindsay.

In the afternoon the competitors went to Mendip Lodge, where a further batch of hills were laid out. Some of these were first-class sections, while others left much to be desired. Highwood and Pollard, however, drew steadily ahead of the field, while Barden and Lindsay were among the many who lost out on these hills.

MARTYN WATKINS.

Results

Roy Fedden Trophy: C. Pollard, 121 marks lost.
Alexander Duckham Trophy: P. F. Highwood, 121.
Daphne Trophy: E. Chandler, 142. **First Class Awards:** G. Lindsay, P. A. Barden, G. Langden.
Second Class Awards: A. W. Francis, G. L. Holdrup, I. Portlock.

	Dunlop Rally	Bairns Rally	Highland Rally	Howlets Rally	Grouse Rally	Ayrshire Rally	Moorfoot Rally	Border Rally	Total
R. N. Peattie (Herald) ..	4	64	34	4	24	10	4	34	170
J. A. Morrison (Herald) ..	44	—	64	8	—	4	4	44	168
T. G. Bennett (Hillman) ..	4	44	4	34	44	4	4	4	134
T. W. Currie (M.G.A.) ..	64	4	24	4	—	34	4	—	134
A. K. Smith (Doretit) ..	—	34	—	4	4	64	4	—	110
J. H. Brown (Herald) ..	4	4	12	4	64	12	—	—	100
J. D. Hamilton (Morris) ..	44	4	10	4	—	34	4	—	100
T. Crawford (Volkswagen) ..	14	24	4	24	4	4	—	4	74
A. M. Rintoul (Austin) ..	—	—	—	64	4	—	—	—	68
P. Roxburgh (Austin 7) ..	—	—	—	—	—	64	4	—	68
D. Paterson (M.G.A.) ..	—	—	—	—	—	—	64	—	64
B. R. Tindle (Herald) ..	—	—	—	—	—	—	—	64	64
R. Graham (Riley 1.5) ..	—	—	44	4	—	—	—	—	48
C. D. Paterson (Riley) ..	—	—	—	—	—	—	44	4	48
B. G. McCrae (Sprite) ..	—	14	4	—	—	4	24	—	46
A. B. Carlaw (Sprite) ..	—	—	—	44	—	—	—	—	44
K. McIver (Volkswagen) ..	—	—	—	4	34	—	—	—	38
I. T. Brown (Triumph) ..	4	12	14	—	—	4	—	4	38
D. M. Hoey (M.G.A.) ..	—	—	—	—	—	—	34	—	34
R. Crawford (Sunbeam) ..	—	14	4	4	6	4	—	—	32
I. McIntyre (Sprite) ..	8	4	4	10	4	—	—	—	30
W. L. Morrison (M.G.A.) ..	24	—	4	—	—	—	—	—	28
J. Haston (Vauxhall) ..	4	—	4	4	12	—	—	—	24
R. McGowan (Herald) ..	—	—	4	4	8	4	4	—	24
J. D. James (Sunbeam) ..	—	—	—	—	14	4	4	—	22
J. B. Cohen (Morris-Mini) ..	—	4	—	14	—	—	—	—	18

The six best performances count.

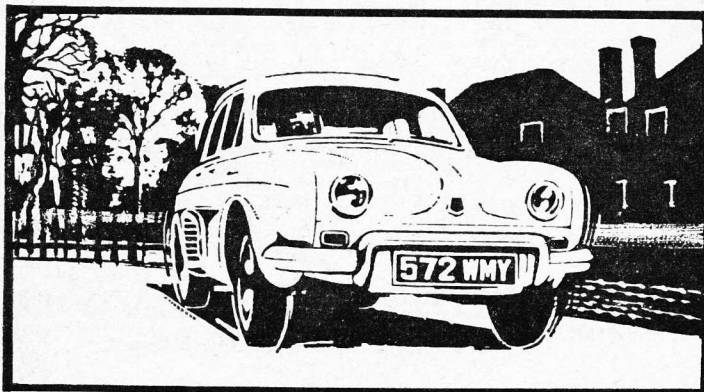
More Club News on page 750



Your Motoring Horoscope in a Nutshell

ARIES		You are patient and refrain from using your horn in traffic jams.
TAURUS		You have great power at your disposal but never try to make your car do the impossible.
GEMINI		You take good care of the kids. (Child-proof rear door locks are a great reassurance.)
CANCER		You are a man of broad vision. (All-round vision is a great asset!)
LEO		You are brave but not foolhardy, and always take care when overtaking.
VIRGO		You are courteous at zebra crossings to ladies—of all ages.
LIBRA		You are quick to weigh up your chances and, if in doubt, hold back.
SCORPIO		Even when stung to anger you are careful to keep your temper (and, therefore, your car) under control.
SAGITTARIUS		You like power behind you when you shoot ahead (and good acceleration, as a second string to your bow!)
CAPRICORNUS		You like a car that is agile and can park with only inches to spare.
AQUARIUS		You like to keep your car clean—particularly windscreen and mirrors.
PISCES		You are a model of sobriety—like your car, which is light on refreshment. (How do you fancy 47 m.p.g.?)

INTERPRETATION: All the signs indicate that you are driving a Renault Dauphine (or the stars foretell that you pretty soon will be)



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RENAULT LTD. WESTERN AVENUE, LONDON, W.3
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Club News—continued

LAND-ROVER OWNERS' CLUB
Sixth National Rally

EIGHTY Land-Rovers turned out for the driving tests on 12th November. The tests were a mixture of normal type driving and trials sections tests, difficult only in the fact that they were conducted over a test area of mud, which very quickly developed the texture of whipped cream or possibly chocolate. A fairly simple test started the event as competitors left their own vehicles and drove a company vehicle with trailer through a series of garaging tests. Many were surprised at the practice needed to reverse a trailer. This test was followed by garaging tests, driving over railway sleepers and a number of fairly difficult trials sections, a wiggle wobble, all in deep mud. A small number of competitors found themselves in difficulty but were quickly rescued by Land-Rover recovery vehicles. It was amusing to see the official Press party well and truly buried, using non-recommended routes!

The best 30 competitors from these tests were selected to compete in the point-to-point proper, which was held the next morning over the same ground, but using more difficult sections, now thoroughly churned up by 320 tyres! The event was conducted on a trials basis, that is to say—the further a competitor got through the fewer points he lost, 13 competitors came through without loss of points. Final placings for the rally were based on the combined points of both days' events.

The outright winner was D. Liddiard, who used one of the farm Land-Rovers, which has done some 47,000 miles. The best trade entry was by J. Bracey.

On Sunday the *concours d'élégance* was also held and one very smart turnout was driven by the Royal Air Force Military Police, who brought along a Land-Rover specially prepared for Royal occasions.

THE FORCES MOTORING CLUB
"COTSWOLD-CONTINENTAL"
RALLY
5th-6th November

THE preamble to the Forces Motoring Club's regulations for the "Cotswold-Continental" rally started off by saying, "A real Continental rally in this country? No, of course not. But what can be done is to take the flavour of a Continental rally—or, better still, a number of rallies—find some interesting hilly country, and blend them with the best that home rallying can produce." That, in fact, is what the organizers did on 5th-6th November, maybe stretching a point here and there, but the competitors entered into the spirit of the thing and used their imagination where the real continental flavour was perhaps a little difficult to achieve.

The Clerk of the Course, Charles Wyndham, produced a route which most agreed was hard and tough but excellent. Out of an entry of 71, 66 starters left the four start controls at Ascot, Cardiff, Ilchester and Moreton-in-Marsh by a largely main road route which brought them together for the start of the rally proper at the Home Office Fire Training Centre at Moreton-in-Marsh. Sealed watches were issued, scrutineering was carried out, and "hot dogs" and tea were available from a "Wall's" canteen.

At 8.06 car number one left on the "Little Liège", which contained three special test sections of 38, 21 and 11 minutes' driving at 30 m.p.h. Twenty-five bonus points were offered on each of these special tests for a "clean" time. The 1959 winner, Doctor Paul, took a devious way through a ford at Kineton to avoid a "drowned" car and found his Mini balanced on its gearbox on a boulder. It was removed by gentle rocking, and showed no subsequent ill-effects, but he was bedevilled later in the persisting icing in the carburettors. There were no clean sheets on the overall section, but Dr. Spare came through with only two minutes' penalty.

From just east of Abergavenny a "Tulip" route card took competitors up into the Black Mountains, and then to supper at Bishops Meadows Service Station near Brecon. It was on this section that L. T. Preddy met "that big oak tree in the middle of Wales" and modified the A35 front bumper design. "Tish" Ozanne's tulip card took her into the middle of Abergavenny, which she rightly decided must be wrong and so she started the section "from the beginning once more", which maybe explains the need for her crawling under the car and adjusting the brakes at Bishops Meadows. At supper the pattern of the results began to emerge, and of the six clean sheets on the "Tulip", three were the ultimate winner, the runner-up, and the winner of Class B.

The "R.A.C." section was based on the weather! Flood or snow warning sheets were handed out at certain controls, and ground above and below certain levels was put out of bounds. A secret check at Skenfrith, which was below the water level line, collected many more "defaulters" than the organizers ever imagined would be tempted to use the obviously suspect straight through B road.

A time allowance was made for refuelling at the Yat Garage, and then off into the Forest of Dean for a "Plot and Belt" section. Fog and some water took a hand in things here, and there were no clean sheets.

After a main road liaison section from west of Gloucester to Seven Springs, just south of Cheltenham, the cars started on the last section of the rally which offered the alternative of a main road run-in, or a little more rallying for those who could be bothered to collect a few bonus points. It was unfortunate that on this section Mike Goddard's twin-cam M.G.A became much better acquainted with "Spud" Tait's Rapier, resulting in two bent motor-cars, and leaving "Spud" without a car for the R.A.C. Rally.

The Bury Barns, Burford, provided an excellent breakfast and comments were carefully noted by the Secretary of the Meeting, John Raper. Most said that the "Cotswold-Continental" was different, but just as much "on" as the more usual type of event. The general reaction was similar to that of "Tish" Ozanne—"I'm booking it as a must for next year."

Provisional Results

1. **Cotswold Trophy:** Dr. J. T. Spare, Taunton M.C. (Singer Gazelle), 30 pts. Navigator: J. F. Bailey—Autumn Cup.
2. C. M. Williams/J. Browne, London M.C. (Sprite), 145.
3. G. Tatford/A. Yoward, Forces M.C. (Sunbeam), 200.

Class Winners

M. MacGregor/C. Rivers, Taunton M.C. (Austin), 1,465; W. D. Rice/S. Turner, Taunton M.C. (M.G.A), 250; R. Witheyman/Mrs. P. Witheyman, London M.C. (Herald), 585; R. H. Richardson/C. J. Blower, Forces M.C. (Rapier), 725.

Novices' Award: L. J. Preddy/B. Hawkins, Hants and Berks M.C. (A35), 995.

Invited Clubs Awards (providing eight or more entries): B.A.R.C.—J. C. Bradley/Major B. Broderick (Riley), 765; Hants and Berks M.C.—P. Burch/D. A. Pratt (Wolsley), 895; Swansea M.C.—A. E. Dryden/D. Jopling (Austin), 625.

Best All-Service Crew Award: R. R. Duxbery, Forces M.C. (Gazelle), 1,510—"Cotswold Cup". Navigator: A. G. Reynolds—"Ruki Trophy".

REGENT RALLY

WHEN the organizers planned the Stockport Motor Club's second "Regent Rally" this year they tried to get a course which was different, would tax all the entry, and yet would not be quite as difficult as last year when the winner had two fails.

Starting in first place were Don Grimshaw and Brian Melia in the TR and right behind them were Roy Kirkham and Horace Beighton in the Sprite. Following on were the rest of the experts, semi-experts and novices in that order. From the start the first few controls lay west into Cheshire to the area south of Macclesfield. Things happened very soon, and some of the earlier numbers had difficulty in reaching even the first control when a large coach insisted on coming the opposite way down the narrow road approaching the control.

Then the fog closed in and for the next few controls many marks were lost as the drivers battled with patchy, cotton-wool-like clouds of dense fog which swirled around making visibility possible only for a few yards. As the route turned east again towards Derbyshire conditions improved, and there was little fog or mist the rest of the night, the drivers enjoying a fine moonlight night for most of the event.

Immediately after the petrol halt a road across the railway line caught out quite a few but some lucky ones found a way which "went" and had a minute in hand at the first control of the second half. After several controls in quick succession between Matlock and Chesterfield the heat gradually eased off and the final controls lay in a north-westerly direction towards Buxton to the final time control only a few miles from the original start after some 200 miles.

The rally was the first in the north in which the Army had participated in any number. The organizers made a class for quarter-ton military vehicles and in all there were 22 such vehicles entered—mainly Austin Champs—from units in the Mid-Western District. Some of the regular competitors wondered at the soldiers' chance, as although their vehicles were not ideal for fast motoring on good roads, they would be able to tackle the rough roads without trouble.

Results

Regent Trophy (best performance): R. McBride (Anglia), navigator T. R. McBride, 0 fails, 24 m.

Runner-up and best Stockport member: A. W. Hobson (Anglia), navigator G. Haggie, 0 fails, 25 m.

Ladies' Award: Mrs. Anne Hall and Miss Val Domleo (Anglia), 0 fails, 43 m.

Class Awards. **Class 1** (experts): 1, J. R. Kirkham (Sprite); 2, P. Simister (Anglia). **Class 2** (semi-experts): 1, J. Easten (Sunbeam Rapier); 2, B. Harper (Morgan). **Class 3:** 1, R. B. Sutcliffe (Volkswagen); 2, J. Baker-Courtenay (Austin A40). **Class 4:** 1, A. S. Reid (Rapier); 2, F. Austin (Magnette). **Class 5:** 1, B. O'Hara (Simca); 2, E. Moore (Minor Traveller). **Class 6** (Military ½-ton vehicles): 1, Staff-Sergeant J. C. Jones and Lt. T. A. Bowed (Austin Champ); 2, Private G. Jarvis and Sergeant G. Ager (Austin Champ).

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FOR many years Sid Greene of the Gilby Engineering Co., Ltd., has been entering cars of various makes, but his ambition since he started was to build a car of his own. It was in October 1959 when Sid began such a venture, and the name "Gilby" was to be seen on the circuits in 1960, not only as the entrant, but as a racing car. On the Gilby Engineering staff was Len Terry, that brilliant designer of the 1959 Chapman Trophy-winning 1172 Terrier, so naturally he soon put pencil to paper and designed an 1,100 c.c. sports-racing car, the Gilby-Climax, for Sid's able son, Keith Greene, to drive.

The Gilby is built on well-tryed lines. The space-frame is made up of $\frac{3}{4}$ in., $\frac{5}{8}$ in. and $\frac{1}{2}$ in., 20 gauge, round and square, mild steel tubing and weighs 56 lbs. including the bulkhead which is stressed as on the 1172 Terrier. Front

suspension is by double wishbones, separate anti-roll bar and co-axial coil spring-damper units, and is designed to give a swing-axle effect. Rear suspension is based on successful Lotus and Lola principles, consisting of lower wishbones, the fixed-length drive shafts acting as the upper wishbones and vertically mounted struts, and gives a parallel wheel movement. The engine is naturally the Stage 3, single-cam, 1,098 c.c. Coventry-Climax unit. Transmission is through a Borg and Beck clutch and an A35 close-ratio gearbox with Lotus gears to a B.M.C. differential encased in a Gilby casting. Wheels are 13 ins. Lotus cast magnesium, though Sprite wheels with lighter and wider rims were used until August. Girling 9 ins. disc brakes are used all-round, inboard at the rear. Steering is by Mini-Minor rack and pinion. The bodywork is designed by Terry and executed by Williams and Pritchard, Ltd., in 20 gauge aluminium. The front-end is based on the record-breaking Abarth and the rear on the 1959 Lister, resulting in an extremely handsome car. Wheelbase is 6 ft. 10 ins., track 4 ft. and the starting line weight is 7 $\frac{3}{4}$ cwt.

British Racing Greene

The Story of the Gilby-Climax

coming to rest. Poor Keith was trapped under the car for several minutes; luckily he got away with cuts and abrasions and was fit enough to race the next week-end, though not, of course, in the Gilby. When the car was examined after the accident, it was discovered that not one of the chassis tubes was broken; though naturally they were somewhat bent! This shows up Len Terry's sound designing ability as the frame must have been very sturdy to have stood up to all that. After deliberating, it was decided to build a new one. Meanwhile, a new front body section was built and another windscreen fitted. The car was completed in time for the rain-soaked Snetterton meeting on 10th July. Peter Arundell took the wheel and finished a creditable second to John Bekaert's massive Lister-Jaguar in the unlimited sports car race, setting up

fastest lap. This astonished the Snetterton Motor Racing Club so much that they placed the car in the over 1,100 c.c. class! When they were finally convinced that it was an 1100, the Gilby was duly placed at the head of its class. Arundell brought the car out again for the Archie Scott-Brown Memorial Trophy Race for *Formule Libre* cars. The circuit was already thoroughly soaked, but for this race the skies opened and the rain lashed on to the track. Cars spun, cars gave up, but the Gilby went merrily on to win ahead of all the Formula and large-capacity sports cars!

As Keith Greene was driving the Cooper-Maserati in the British Grand Prix, Peter Arundell again took the wheel in the sports car race at Silverstone the following Saturday. The car lacked the steam to do anything about Peter Ashdown's Lola and Arundell was content to finish second in the 1,500 c.c. class. On August Bank Holiday Monday at Brands Hatch, Keith was back at the wheel and finished third in his class.

Several times during the season Keith had complained of lack of power and loss of revs. When the engine was put on the brake, for the first time, incidentally, it was found that it was only developing 75 b.h.p. due to a faulty cylinder head. When fitted with a new one, the engine gave around 90 b.h.p., as it should. This makes the car's previous performances even more remarkable. The problem of the "missing" revs., however, remained unsolved.

On 21st August at Snetterton, Keith was first in the 1,100 c.c. sports car race ahead of a Lola and was a good fifth in the *Formule Libre* race. Pity it didn't rain! At Mallory Park, a month later, Keith fought a battle for the lead of the 1100 race with Alan Rees's Lola, ultimately finishing second. A fortnight later, at Silverstone, Keith had a battle with Geoff Breakell's Lotus XV for second place in the 1,500 c.c. class but could not pass him due, again, to the "missing" revs.

After Silverstone the cause of those elusive "missing" revs. was found. The wrong type of sparking plugs was being used, despite what the representative of the firm had previously said. It was indeed a pity that this and the previous

trouble could not have been found out and dealt with earlier in the season.

The only appearance of the Gilby in a hill-climb was at Stapleford on 9th October. A remarkable climb in the wet gave Keith first place in the up to 1,500 c.c. racing car class ahead of Patsy Burt's single-cam Formula 2 Cooper. In the 1,100 c.c. sports car class, however, Keith was unfortunate to spin on the last corner of his second run, though he was still third by virtue of his first run done in wetter conditions.

The racing season for the Gilby concluded at Brands Hatch a week later and the car, now really on form, led from start to finish, beating old rival Alan Rees's fast Lola.

Analysing the car's performances, it is found that from 15 starts, five firsts, two seconds, four thirds and a fifth place were obtained; the two retirements were neither the fault of Gilby Engineering nor the drivers. The immaculate preparation of the Gilby, which was painstakingly carried out by chief mechanic Peter Ashcroft, was commented on by many scrutineers.

For next season, Sid Greene will be running his own Formula 1 (1 $\frac{1}{2}$ -litre) car, to be designed by Len Terry. There is no truth in the rumour that it will be Keith Greene's "Kart" fitted with two twin-cam 750 c.c. Climax engines!

MICHAEL KETTLEWELL.

ECURIE ECOSSE ASSOCIATION

ON 8th November, the Editor of AUTO-SPORT gave a talk to members of the Dundee branch of the Ecurie Ecosse Association, in the Queen's Hotel, Dundee. Theme was the early history of motor-racing in Scotland, leading up to the formation and successes of David Murray's famous organization. Accompanying the Editor was "Wilkie" Wilkinson, who gave some interesting details of the recent visit to U.S.A. of Ecurie Ecosse, with a Cooper Monaco and a D-type Jaguar. "Wilkie" was loud in his praises for the driving ability of Jack Brabham and Roy Salvadori. Salvadori, it was revealed, set up two new sports car lap records during the tour.

RENAULT TRIUMPH IN CORSICA

IN the gruelling Tour de Corse (34 cars retired from an entry of 64) run on the 5th-6th November, Renault Dauphine-Gordinis won two classes and came third in the overall classification.

A standard Dauphine-Gordini driven by Jean Guichet won the class for normal production cars up to 1,150 c.c. It was also placed third overall irrespective of class or engine size; the first and second places in this category were taken by Grand Touring cars above 1,150 c.c.

Laurent and Chabert in a Dauphine-Gordini won the class for improved touring cars.

SILVER CITY AIRWAYS will operate its cross-Channel passenger and vehicle ferry service to Ostend from Ferryfield Airport, Lydd, instead of Manston, from 1st December, 1960, the airline announced recently.

Operation of the Ostend service from Manston was moved from Lydd only last April. But this return to Lydd has been made necessary because of increasing pressure on existing facilities at Manston by Silver City trooping contracts and other passenger only commitments.

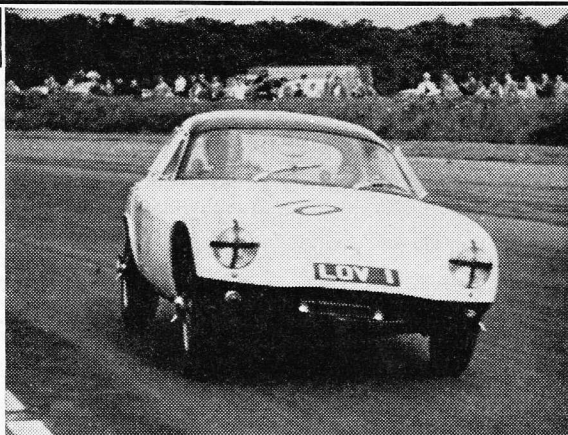
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(Continued on page 757)



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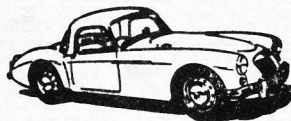
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TR3, 1957. Two-seater, spotless in Alfa red with matching hardtop, disc brakes, X tyres, heater, washers, spots, twin exhausts ... **£545**

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(Continued overleaf)

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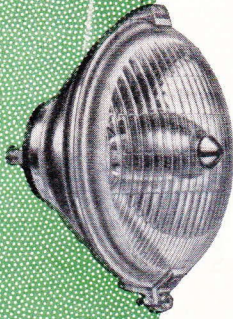
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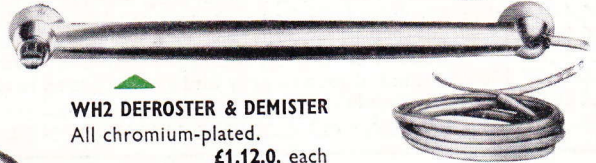
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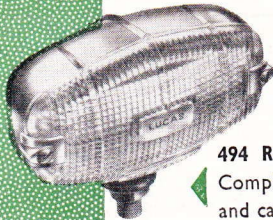
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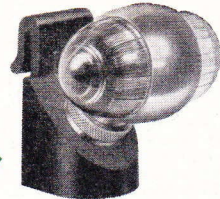
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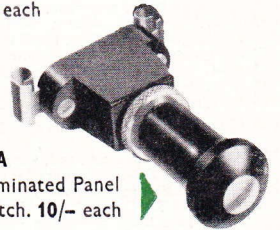
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