

getting 8,000 r.p.m. in top with lap times down to 1 min. 12 sec. We netted our first win and a most acceptable £25 for the kitty.

At Mallory, the following day, we reckoned that on form we might have picked up a couple of seconds (£50), but it was not to be. Trying to save £3 by using Triumph motorcycle push-rods, we did some £15 worth of damage to the engine and lost all chance of any prize money.

A very hurried rebuild saw us at Oulton Park five days later for the Gold Cup. Unfortunately, standard push-rods produced a period at 7,000 r.p.m., just where we were getting our most useful power, but at least we had a troublefree run and finished both 50-mile heats without otherwise missing a beat.

In the Empire Trophy, my penny-wise policy failed again. I had been using home-made close-ratio gears and in the foul weather conditions I had to use third gear most of the way round; after 18 laps this packed up, so that we didn't even qualify for our finishing money. It was the same story at Brands. We had reckoned to fit a steel centre-main-bearing cap in the "off" season, but Brands was one meeting too many. We wrecked the engine to the tune of about £20 without even getting a race. After a very late start to the season, we had raced the poor U2 into the ground with seven meetings in seven week-ends, but apart from engine and gearbox trouble, not a nut had come loose. By 1172 standards, we had had a troublesome season. Only in one race had we really hit top form, but the significant part about it was that in spite of this, prize money and starting money had covered our running expenses, so that we were racing at no more than spectator cost.

Between October 14th and Christmas we had plenty of time to get the car properly prepared for Boxing Day and we made no mistakes. A visit to Ted Martin revealed that in 1960 we had never had more than a very peaky 62 b.h.p. A few minor changes and we soon had 72 b.h.p. showing at 7,000 r.p.m. but still with very little torque. (Maximum torque and maximum power were coincident, at 7,000 r.p.m.) but this extra 10 b.h.p. transformed the U2 and for the first time we came within striking distance of the fast boys. Our 13-in. front wheels worked out very well and our second place netted a very useful £15.

Having got the bugs out of the design, only detail changes are planned for 1961—better back brakes, a better gearbox, a bit more streamlining and, most important, some real power from the engine. I hope to get at least 85 b.h.p., combined with good torque.

At the moment, there are no more U2 Juniors being built in England, but there are two 1172s and one 1,000-c.c. sports car nearing completion, and a Junior is being built in Canada. Production difficulties on replica chassis/body assemblies have now been overcome, so if any "poor men" wish to make their motor-racing pay, there is still a chance for this season if you get cracking.

In conclusion, I would like to say that I have found the "Anti-poor man alarm and despondency campaign" to be entirely without foundation. The Ford engine, which is one of the cheapest,

has proved to be the best. Certainly, by 1960 standards, quite remarkably few expensive modifications are required. Standard crankshaft, con-rods, oil pump, rocker gear, big-ends, flywheel and clutch have all been used successfully and even push-rods, pistons, distributor and main bearings can be used at a pinch. The "expensive special bearings" which are quoted as being essential cost, in fact, £4-a-set retail, and the only really weak feature is the centre-main-bearing cap. Up to 75 b.h.p. and 7,500 r.p.m. reliability has been outstanding and I know at least one Cosworth engine which has done a whole season without being touched. You certainly can spend £2,000 on a Junior if you wish, but as to whether this is essential for a reasonable degree of success, I very much doubt.

I recall a comment by "D.S.J.", I think in the 750 Club Bulletin, that the average 750 and 1172 enthusiast has a far greater genuine technical "know how" than his more senior equivalent. Ask a 750 owner his third gear ratio and he will quote it to four decimal places. I asked several Lotus Junior owners this question and none of them had the faintest idea. The chap who builds, tunes and prepares his own car must surely start with an advantage from the "over-the-counter" customer.

Formula Junior is marginally more expensive than 1172, because you need a dynamometer-tested engine, but with a bit of luck you may make up the extra cost in your first season. With Formula Junior virtually replacing Formula 2, 1961 looks like being a bumper season, so "have a go" chaps and let's see a bit of variety on the starting grid.

### HOW TO SELL CARS!

Britain is troubled over the increasing sales of the new American "compact" cars, which is resulting in loss of export business, but is she sufficiently slick in her sales methods? For instance, at the Bow Mac Supermarket in Vancouver, where a Pontiac-Buick-Cadillac-Vauxhall dealership is operated along with grocery sales, a giant outdoor checker-board game is played on the parking lot, which has been marked out in two-foot black-and-white squares. The players are positioned 300 feet above the checker-board and move 24 bathing beauties from the platform of a gooseneck extension ladder mounted on a truck. As each girl reaches the opposite side of the board she is crowned queen and given a prize. The game is broadcast and televised and has brought over 5,000 people to the place.

Then, in Birmingham, Ala., a new Dodge model was introduced with a fashion show and a ladies' winter wardrobe was given away as an attendance prize, while in Arkansas newly-washed cars are wrapped in plastic bags until collected by their owners. A Denver repair shop operator has a canary yellow Crosley station wagon covered with signwork that shows up one block away, the little car being towed behind customers' cars on delivery, for use on the return journey. Finally, Goodyear in America have brought out translucent tyres in a rainbow of colours, capable of being "lighted from within for a warm and somewhat startling glow of safety and exotic beauty," according to a Goodyear hand-out. At present these illuminated tyres are experimental and not for sale; they have been road-tested at 65 m.p.h. but, say Goodyear, may not reach the market for ten years.

We intended to comment on the foregoing, but words fail us...

### POLICE STATE?

Readers have asked us to comment on a remarkable case that came before the Bridgend magistrates some time ago. According to local Press reports a policeman in a mobile patrol car was charged with driving without due care and attention and without reasonable consideration, after having driven within inches of the off-side of another car, the indicators of which were signalling a right-turn. The driver of this car gave evidence that he had to stop sharply to avoid a collision. A witness following behind in a van saw the incident and gave corroborative evidence.

When a complaint was received the driver of the police patrol car was questioned but he declined to make a statement. In Court it was claimed that there was no evidence to show who was driving the patrol car and the patrol officer was acquitted. How different when the police prosecute a civilian motorist on evidence of a third-party, very often over an incident of which the motorist has no knowledge and in some cases where he is not notified until some days later! How many of these cases result in an acquittal because the convicted driver declines to make a statement?



**COCKPIT TROUBLE.**—Mallock's unsuitable vizor caused him to spin at the British Empire Trophy Meeting. But the roll-free cornering of the U2 is seen in this picture. The chassis now sells for £57 10s.