AUTOSPORT

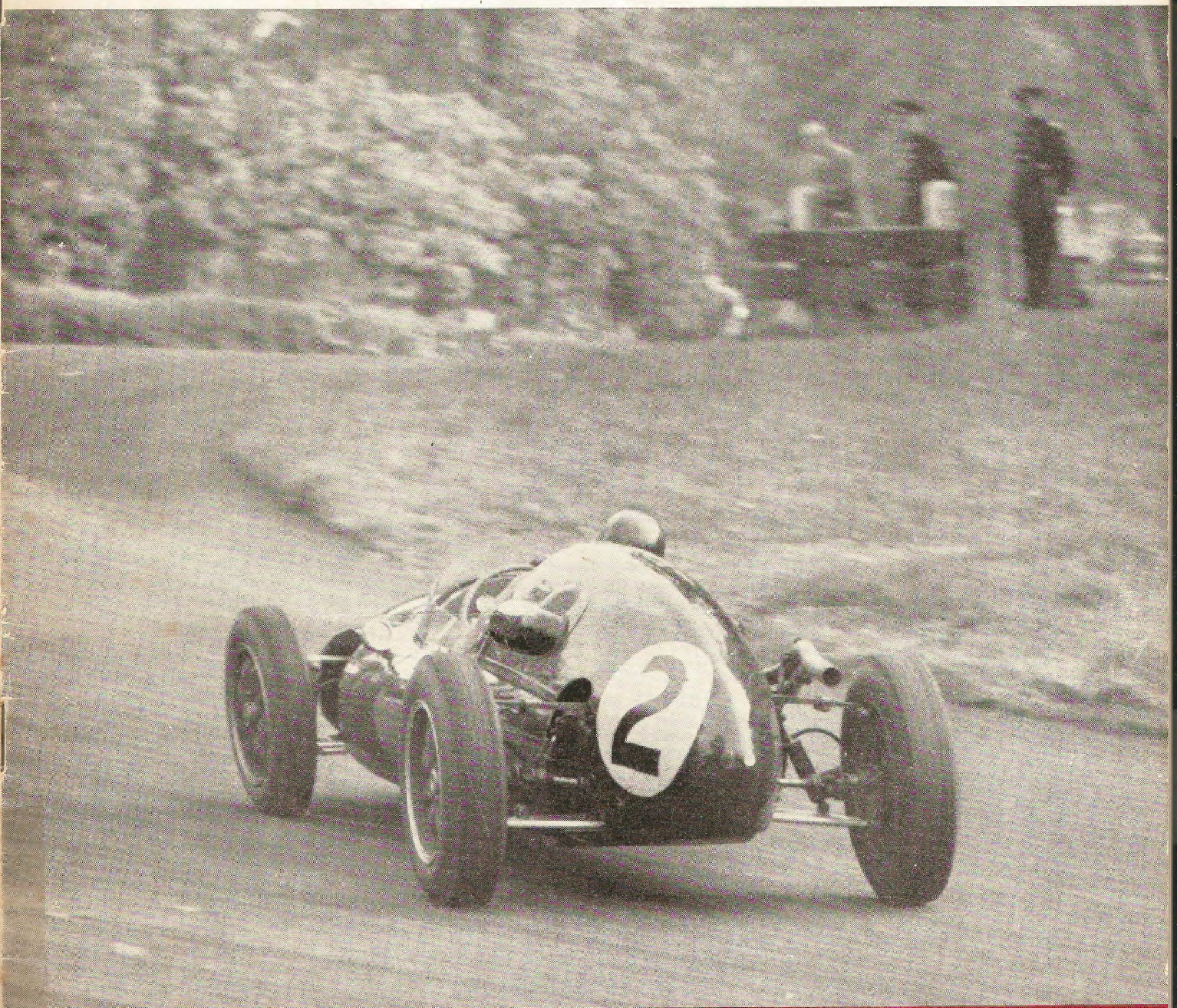
BRITAIN'S MOTOR SPORTING WEEKLY

NOVEMBER 29, 1957

CANADA
30 CENTS

EVERY FRIDAY
Vol. 15 No. 22

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



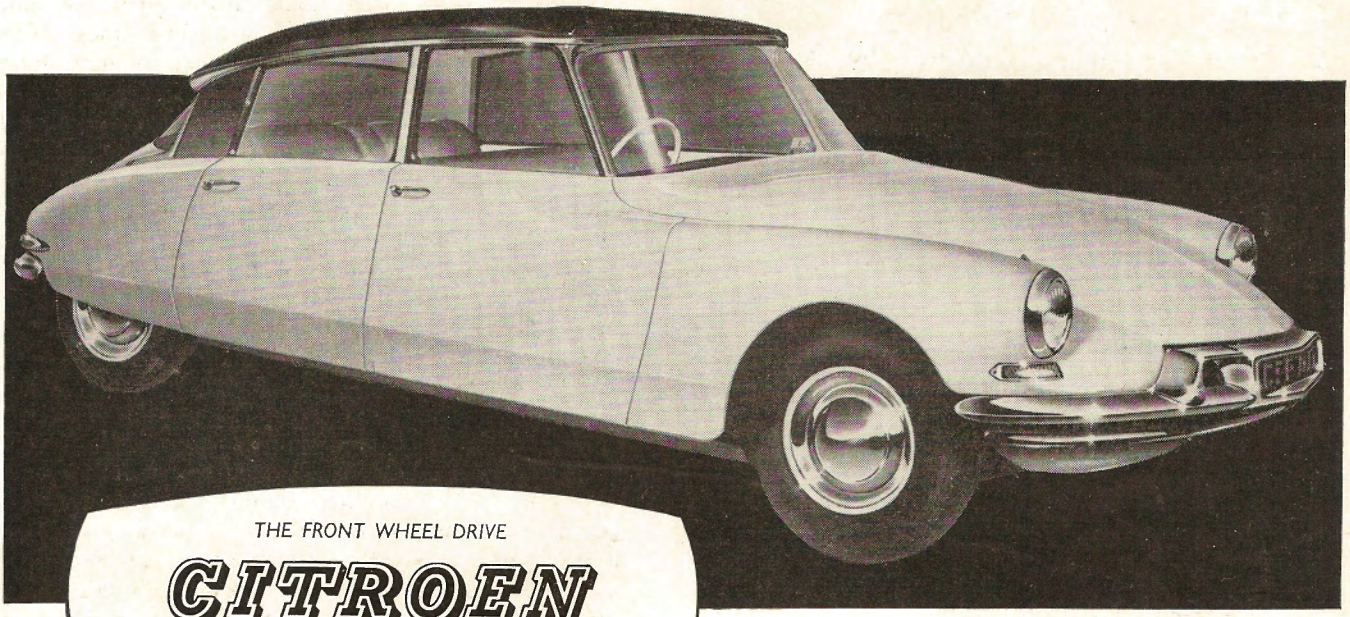
IN THIS ISSUE

JOHN BOLSTER TESTS THE LOTUS SEVEN : TV TROPHY TRIAL

JOHN BULL TROPHY TRIAL : M.G. CAR CLUB NOVEMBER RALLY

you'd say there wasn't a car like this on the road

...but for Citroen



THE FRONT WHEEL DRIVE

CITROEN

'D.S. 19'

AN AMERICAN motoring correspondent described the Citroen 'D.S.19' as having a "marked resemblance to the sketches of dream cars". That's a way of saying that this car just isn't like anything else on four wheels in this day and age. It could be five . . . ten . . . fifteen years ahead of its time, yet already it's proved itself over millions of miles in the hands of Citroen enthusiasts here, on the Continent and in the U.S.A. Talk generalities if you will about comfort, shock absorption and the like . . . you'll see how relative are such statements when you've experienced the Citroen 'D.S.19'. Test it like this:—earmark any bad road of your acquaintance and send the Citroen skimming along it—it does 85/90 m.p.h. in top. Result—riding—no, *gliding* on air with only the flick of the speedometer needle to remind you you're in motion! No bumping, jerking, dragging, lurching. No, none . . . Try cornering. No wrist-wrenching, tyre-twisting operation this. You just *urge* the 'D.S.19' round the bends, so tightly she hugs the road, so controlled, so responsive is the power-assisted steering to your fingertips. Or braking. The brakes grip at the slightest touch, whether premeditated or in an emergency, and the car stops in a dead straight line. No jars, judders, jerks. And as you come to rest, your clutch disengages automatically—you *can't* stall the engine.

Give Citroen the long look-over. Come to think of it, even that way, it's different . . . the long low body, the sloping nose, that underslung air intake. And for sheer six-seating, sink-into-softness luxury, the 'D.S.19' rivals the salon of the Roi Soleil—sleek and elegant inside as well as out. Petrol consumption is pleasantly low for a car of this size . . . averages *28-30 m.p.g.* at 45 m.p.h.

We invite you to get your nearest Citroen dealer to hand over the wheel to you, and let you know first-hand, the excitement of being the master of the 'D.S.19'. Make it soon, though. Experiences like this one don't improve with keeping!

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- **Independent hydro-pneumatic suspension *on all four wheels***
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and Independent Suspension!

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This is a simplified version of the sensationally successful D.S.19. Incorporating many of the same dramatically new features it brings the incomparable D.S.19 standards into a lower price range. Within its class the I.D.19 will offer unmatched levels of comfort, performance, and safety.

Citroen cars and commercial vehicles are sold and serviced by more than 100 dealers throughout the British Isles. For full details of all Citroen models and name of nearest dealer, write to: CITROEN CARS LTD., Trading Estate, Slough, Bucks. Tel. Slough 23811.

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 15 No. 22 November 29, 1957

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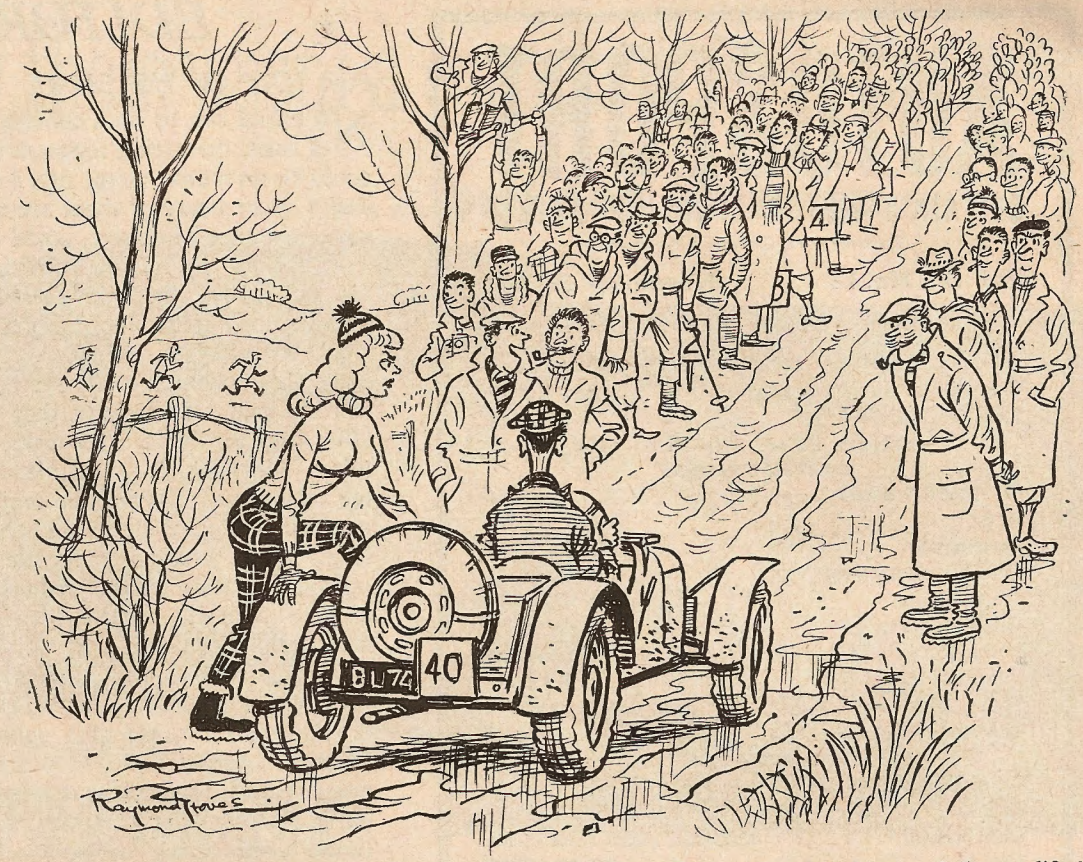
EDITORIAL

FOR LOVE OF THE SPORT

No praise can be high enough for that staunch group of men, the racing mechanics. Without them there could be no motor racing, and it is not generally realized that a great many of them are highly skilled craftsmen who, in normal industry, could earn a great deal more than they do by looking after racing machines. They are not bound by union restrictions, in many cases working long hours with no thought of overtime or extra recompense for loss of sleep. Their main object is to have their charges ready to take their place on the starting grid. Sometimes they are praised, but more often they are blamed for any of the hundred and one minor things which can happen to that complex device, the racing car. During the racing season, home life is practically non-existent; between events they travel hundreds of miles in transporters or workshop lorries, pushing on through the night so that they can arrive as early as possible at their destination, in order to strip down and examine the machines, to give the drivers every possible chance of uninterrupted practice sessions. Intensely loyal to their employers, the racing mechanics do their job because of a genuine love of the Sport. In small organizations, they are often expected to do every sort of job, such as driving the lorries, fabricating parts, looking after accounts, welding, painting and, at times, even acting as personal chauffeurs. On the Continent, the racing mechanic is recognized as a skilled tradesman; Mercedes-Benz, Alfa Romeo, Maserati, Ferrari—all place great importance on the well-being of their employees, realizing that there are times when the entire racing organization would go to pieces if the mechanics had to give up through sheer fatigue. In fact, at least one of the concerns mentioned experienced that during the 1957 season, when a very heavy programme, involving both Grand Prix and sports-car racing, placed such a heavy strain on the technicians that it was virtually impossible for their cars to have the 100 per cent. preparation so essential for success. A book, published today by Foulis, *Alf Francis—Racing Mechanic*, gives a detailed insight into the life of the men whose job it is to look after the cars. The trials and tribulations are described vividly, but the psychological effect of one success, no matter how small, can make up for dozens of disappointments. The descriptions of the early days of H.W.M. emphasize the reliance placed on mechanics during a full season of racing. However, no matter how the authors stress the heartbreaking work that falls to the men whose job it is to prepare cars for the circuit, the glamour which surrounds motor racing will always attract men whose love of adventure outweighs their desire for a settled life. It was this same breed of men who worked unceasingly during the war years to keep the machines of war going.

OUR COVER PICTURE

FAMILIAR VIEW to many competitors of Jack Brabham and his F2 Cooper, seen here at Oulton Park during the Gold Cup meeting. The Australian will drive both Cooper and Aston Martin works cars during the 1958 season.



"Is it my imagination, or has the crowd materially increased within the last few minutes?"

PIT and PADDOCK

EXPERIMENTAL Austin-Healey to be driven at Nassau by Peter Collins is said to have a Ferrari power-unit and disc brakes.

JOHN DALTON, Henry Taylor and Peter Whitehead were to be seen in a fast, sports-racing 3-litre car during trials at Silverstone recently.

OPEN secret that the A.C. di Milano would like to see Ecurie Ecosse at Monza for the "500 Miles"—preferably with single-seaters!

UNDER the chairmanship of Bob Gibson-Jarvie, a London branch of the Ecurie Ecosse Association was formed at the Dorchester on 25th November. Patron David Murray was present.

MAX TRIMBLE is leaving hospital this week-end for home after a leg operation.

PETER GARNIER is in St. George's Hospital, Knightsbridge, after a minor operation.

THE long-awaited book, *Aston Martin —the Story of a Sports Car,* by Dudley Coram, will be presented at the A.M.O.C. Christmas Party, at the Rubens Hotel, London, S.W.1, on 14th December.

JOHN GOTT is taking a fully modified Wolseley "1500" on the Monte Carlo Rally.

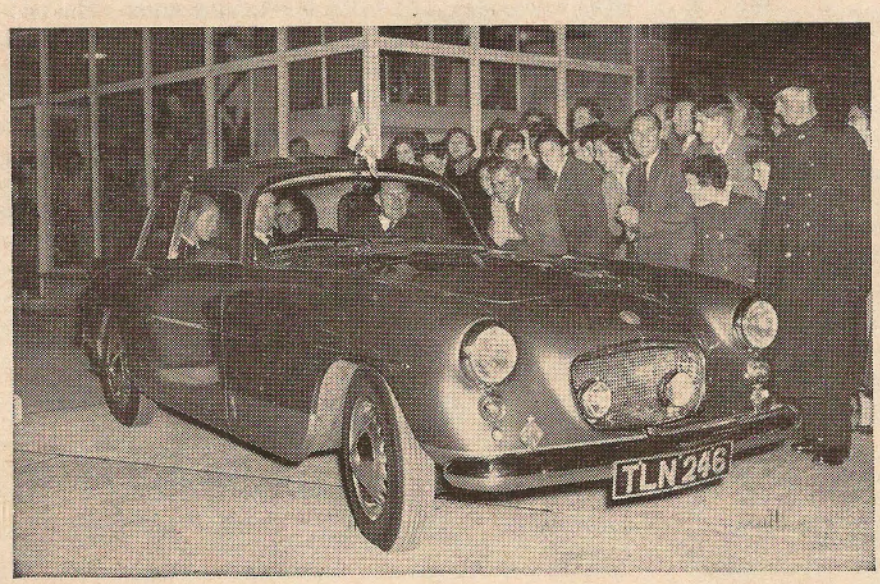
ROBERT LEAPINGWELL will reply on behalf of the guests at the B.R.D.C. Dinner-Dance at the Dorchester on 6th December.

FRANK GROUNDS, Jack Hay and Cyril Johnson team up in an Austin "105" for the "Monte". Lola (Pocket Venus) Grounds will be with Mary Handley-Page and Doreen Reece (Sunbeam).

GRANDS PRIX race distance should be clarified: minimum distance is stated to be 300 kilometres (or of two hours' duration), but there appears to be nothing to prevent organizers increasing duration or distance.

R.A.C. recently introduced their Radio Road Service in London. Controlled from the club's H.Q. in Pall Mall, fully equipped "rescue" vans will go to the assistance of any member whose car is stranded in the London area at night or at week-ends.

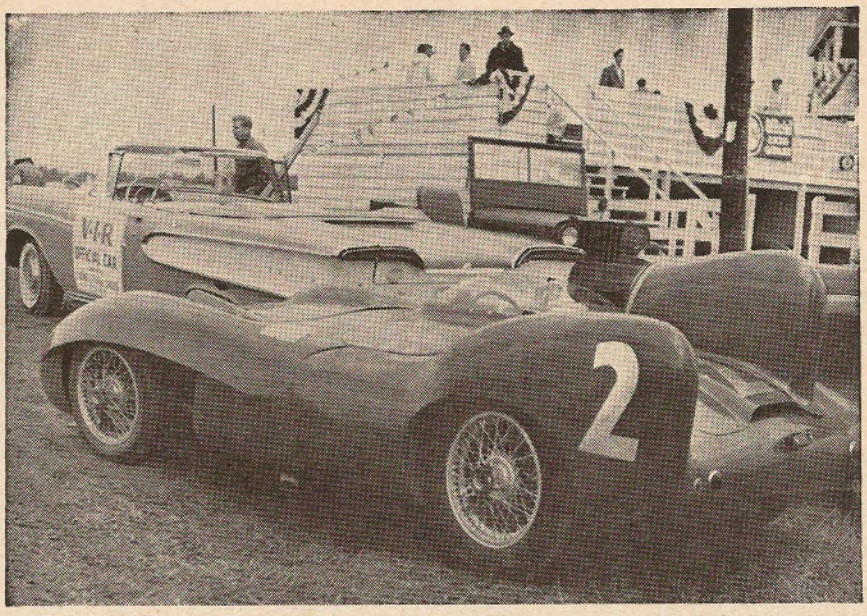
A.A. have introduced on certain main roads the S.O.S. system already in use on the Continent. Message boards are placed beside selected A.A. boxes and should it be necessary to contact a traveller, the number of his car is displayed.



DURING a recent visit to the Bristol Aeroplane Company, H.R.H. The Duke of Edinburgh was driven in a special-bodied prototype of the new Bristol 406. This car, which will be available on the British and overseas markets next spring, has the same chassis and 2.2-litre engine as the Beutler-bodied 406 which was shown for the first time at this year's Paris Salon and Earls Court Motor Show.

NOW in America is Colin Chapman's 1955 team Mk. IX Lotus (right) where it is being raced by Dr. M. R. J. Wyllie with great success. Below: "Doc" Wyllie is seen about to set off on a victory lap of honour with his wife as passenger.





ARGENTINIAN RACES ON?

ACCORDING to a report from AUTOSPORT'S South American representative, Dr. Vicente Alvarez, the "Temporada" or South American racing season is on, after all. It is stated that the Ministry of Finance is prepared to lend four million pesos, either to the Automobile Club, or to the Municipality of Buenos Aires, depending on which of the two bodies wishes to organize the race programme. As that sum was approximately lost in staging the 1957 events, it is understandable that the two organizations were reluctant to risk putting on the races without sufficient guarantee.

The International Calendar gives the dates of the 1958 events as 19th January, Grand Prix of Argentina, and 26th January, 1,000 Kilometres of Buenos Aires. There is also a *Formule Libre* race listed as the City of Buenos Aires Grand Prix (2nd February).

The announcement leaves very little time for preparation. For example, the latest sailing date for Vanwall and B.R.M. is 15th December, and much earlier for Maserati and Ferrari.

G.P. PROBLEMS

IT seems rather unfair that the Argentinian races should have to be run to the revised Grand Prix F1 rules. It would have been fairer to make these January races not to count for the 1958 World Championship, or, alternatively, include the Argentina G.P. in the 1957 series.

The decision to alter the formula to 100/130 aviation spirit was not confirmed until October, which meant that Grand Prix teams ran to the existing formula at Casablanca, only Scuderia Ferrari apparently having the resources to produce "petrol"-engined cars. As machines have to be embarked six weeks ahead of the race date, this gives possible entrants an extremely short period to complete the considerable development work essential to convert engines to the non-alcohol fuels. G.

NEXT YEAR'S "TULIP"

PLANS for the 10th International Tulip Rally are in an advanced stage, and the organizers, the R.A.C. West of Holland, intend that it should be a Jubilee affair. It will take place from 28th April-2nd May and the route will be of nearly 2,000 miles, mostly in France. It will be remembered that the Suez situation prevented more than a very short section in France last time. As before, there will be a "Rally Class" as opposed to the main competition which is incorporated in the 1958 European Rally Championship. The Rally Class entrants go around the course "just for the ride" but do not take part in the classification tests.

HANGOVER GRAND PRIX?

THE Nottingham Sports Car Club propose to stage a night race at Mallory Park on Boxing Day, for cars conforming to the AUTOSPORT Series-Production Sports Car Championship regulations. Let's hope it isn't an "icy dice".

SPORTS NEWS

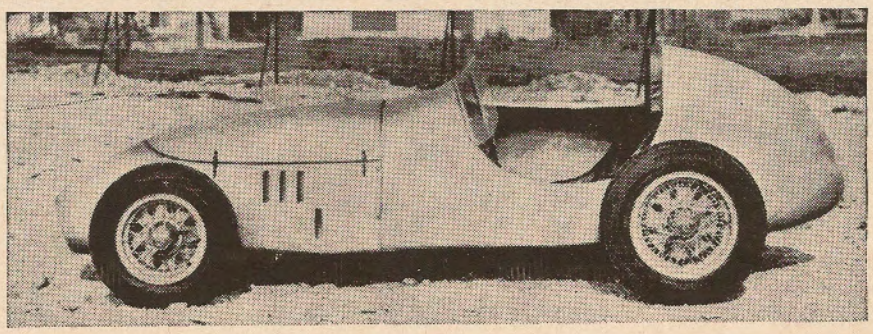
B.R.S.C.C.'s Boxing Day meeting will once more be staged at Brands Hatch, during which there will also be races for cars conforming to the 1958 AUTOSPORT regs. Racing will last from 12.30 to 3.30 p.m.

IN THE MONEY

WINNER of £1,000 in a competition sponsored by a national newspaper is 24-years-old Robin Freeman, for two years mechanic to Duncan Hamilton and nursemaid to the Jaguar.

The competition set out to find the best business idea that a reader of the newspaper was prepared to start and Robin's winning scheme revolves round a device he has perfected called the "inspectascope" — an instrument for peeking into the innards of machinery without dismantling. Basically rather on the lines of a periscope with a light on the end, a typical use is to take the plugs out of a motor, stick the "inspectascope" through the holes and thus have a look at the cylinder bores without even touching the cylinder head studs.

Robin's scheme was selected as the winner from over 28,000 entries—and the cash will give him a helping hand to set up a business to manufacture his invention—and, presumably, others like it. He gets another similar sum when the business is under way.



NEW Stanguellini prototype single-seater has Fiat 1100 TV engine and was recently tried at Modena by Juan Manuel Fangio. Photo: *Auto Italiana*



LITERARY gathering to celebrate the launching of the new book "Alf Francis —Racing Mechanic", took place the other day. Here the subject of this biography (centre, right) shows a copy of the book to Chris Brasher.

"AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP—1958

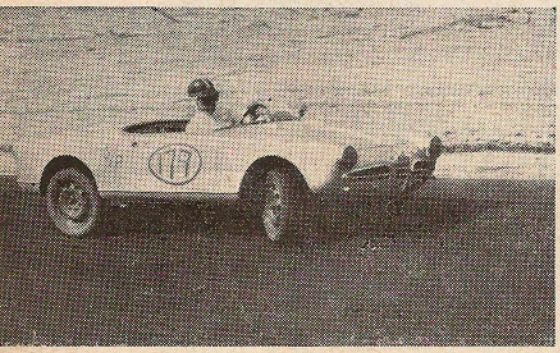
OWING to an error, the 2-litre Frazer-Nash was omitted from the "Super-Sports" Category in the list of eligible cars for the 1958 AUTOSPORT Series-Production Sports Car Championship.

SPEEDWELL EXPANSION

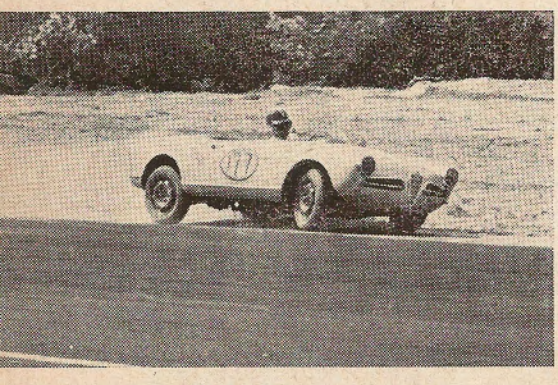
ALREADY well known as Bentley and Rolls-Royce specialists, the Whitton Service Station, of 55 High Street, Whitton, Middlesex (POPesgrove 3770), are extending their activities to include "Speedwell" tuning of production saloon cars.

Proprietor Monty Mostyn has for many years prepared and tuned high-performance cars and, together with W. J. Smith and John Bekaert of "C"-type Jaguar fame, will shortly be extending the Whitton showrooms and workshops to embrace the distribution and fitting of the full range of Speedwell performance conversions. Family saloons will be able to receive treatment and preparation for racing, rallying or touring.

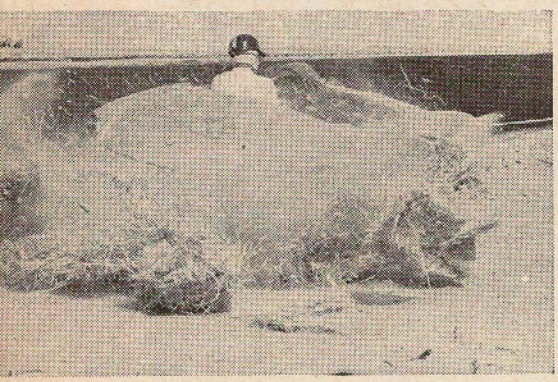
During next season the Speedwell Stable will be competing in a wide range of events. John Bekaert will race the newly acquired H.W.M.-Jaguar, John Sprinzel's red A35 will be seen in International rallies and races, and Monty Mostyn hopes to compete in speed events and hill-climbs with the unique Mostyn Special (fitted with supercharged Healey 100 engine!). Graham Hill, who is a director of Speedwell Conversions, will be racing with the official Team Lotus in formula and sports car races, so the organization will be well represented in motoring sport during 1958.



GOING . . .



. . . GOING . . .



. . . GONE!

THREE stages of a gilhooley, recorded by Ozzie Lyons at an American race meeting during the summer.

RALLY 4 VILLES-DEUX-SERRES

Results

1, Constent (Alfa Giulietta); 2, Esmery (Alfa Giulietta); 3, Mothe (Simca); 4, Prouzet (Peugeot 203); 5, Boucher (Simca); 6, Bigré (Renault 4CV); 7, Chibrac (Peugeot 403); 8, Delayre (Denzel).

ALFA VICTORY IN TOUR OF CORSICA

Coupe des Dames for Mmes Soisbault/Rouault (Triumph TR3)

THE second Tour of Corsica, which ended at Ajaccio last week-end, was won by the Frenchmen, Nicol/de Lageneste (Alfa Romeo S.V.), who finished 60 points ahead of Peingeon/Boitiér (Porsche Carrera). A superb display was put up by Triumph's new ladies crew, Mmes Annie Soisbault/Germaine Rouault, who not only shared fourth place in the general classification, but won the over 1,600 c.c. class and the Coupe des Dames.

None of the entry escaped penalization on the very difficult Corsican mountain roads, the outright winners being four minutes adrift at the Ile de Rousse control. A works Porsche in the hands of Strahle/Wencher was third, but was actually 20 secs. slower than Robert Buchet's Carrera on the final hill-climb. Paul Frère (Dauphine) retired with rear axle failure. Paul Giraud (Peugeot 203) went over a parapet, and took over an hour to get back on the road. He managed to coax his battered car to the finish, incurring a penalty of many thousand points.

The Dauphines did not do too well, Panuel being highest placed (17th) in the general classification. Crashes were frequent, and amongst those eliminated were Blanchoud (SAAB), Quinlin (Alfa) and Cotton (Alfa). When leading the Coupe des Dames, Mmes Blanchoud/Wagner (Simca) retired 50 miles from the finish with differential troubles. Henri Gacon (Alfa Giulietta), making his return to rallies after his serious accident in the "Alpine" in 1956, had to retire with brake failure.

Results

General Classification

1. Nicol/de Lageneste (Alfa Giulietta S.V.), 1,140 points.
2. Peingeon/Boitiér (Porsche Carrera), 1,500.
3. Strahle/Wencher (Porsche Carrera), 2,280.
4. Mmes Soisbault/Rouault **(Triumph TR3),** 2,340.
   Laureau/Jaeger (D.B. Panhard), 2,340.
6. George (Alfa Zagato 1900), 2760.
   Picard/Bonnet (Alfa Giulietta T.I.), 2,760.
8. Wautelet/Ambrosi (Citroën I.D.), 3,540.
9. Carrega/Filippi (Simca), 3,600.
10. Picart/Armagnac (D.B. Panhard), 3,780.

Coupe des Dames: Mmes Soisbault/Rouault **(Triumph TR3).**

Touring Class. 500-1,000 c.c.: Trebbau/Mlle Walbraff (DKW). **Over 1,000 c.c.:** Carrega/Filippi (Simca).

Special Touring. 500-1,000 c.c.: Guilbert/Jeantet (Dauphine). **Over 1,000 c.c.:** Picard/Bonnet (Alfa Giulietta).

Grand Touring. Up to 1,000 c.c.: Laureau/Jaeger (D.B. Panhard). **1,000-1,600 c.c.:** Nicol/de Lageneste (Alfa Giulietta). **Over 1,600 c.c.:** Mmes Soisbault/Rouault **(Triumph TR3).**

"ALF FRANCIS—RACING MECHANIC"

Serial Rights Acquired by Autosport

THE important book, *Alf Francis—Racing Mechanic,* as told to Peter Lewis (Foulis, 25*s.*), will begin in next week's issue of AUTOSPORT in the form of extracts, the serial rights having been acquired by AUTOSPORT.

Of intense interest to motor racing enthusiasts all over the world, the story of Alf Francis will make fascinating reading. Starting with the early days of H.W.M., and their crowded programme of races, Alf relates the difficulties of racing a Grand Prix team more or less on a shoestring. Sleepless nights, and the continued urgency to get cars on the starting line, made the life of the mechanics one of unrelieved strain. Alf also reveals what went wrong with that very promising machine, the 1½-litre Grand Prix Alta—a car which, he believed, would have been a G.P. winner if development had continued.

Francis was with H.W.M. until 1951, and little is missed of the exploits of that gallant Walton-on-Thames concern. Came 1952, and a more gentle existence with the Peter Whitehead stable comprising 2-litre Alta and G.P. Ferrari. In 1953, Alf joined Stirling Moss to form équipe Moss, and for the first time he reveals the truth concerning that disappointing machine, the Cooper-Alta, and also its successor which was equally disappointing.

Francis remained with Moss till 1956, and, during that period, watched his driver advance to World Championship status. His own relations with Officine Maserati are of absorbing interest, and give the background of what goes on in a modern Continental racing organization. Alf's efforts to keep Moss's 250F *au fait* to compete against the works cars are related, and a great deal of technical information regarding G.P. cars in general is given. The story continues up to his final break with Moss, the seeds of which were sown when Stirling joined Mercedes-Benz. Alf pays tribute to Moss and Whitehead, as generous employers, and gives Stirling due credit for consideration to his mechanics, as well as certain frustrating modifications which he ordered from time to time.

Francis concludes with the story of how the Cooper-Climax was enlarged to 2 litres, after he joined Rob Walker at Pippbrook Garage, Dorking. Throughout the book, there are sidelights on many motor racing personalities, some complimentary, and others not so complimentary. Alf apparently dislikes any form of motoring sport other than Grand Prix racing, and one can see his forceful personality behind the development of a larger-capacity Coventry-Climax engine.

No reader can afford to miss this most exciting tale, and it is advised to place orders early with your newsagent for AUTOSPORT. First instalment of *Alf Francis—Racing Mechanic* will appear in our issue dated 6th December.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 79—JOHN TOJEIRO

WHEN the first Tojeiro appeared in 1950, driven by Chris Threlfall, many people firmly believed that this Wolseley-M.G.-powered machine was of Italian origin This was not so: the car was designed and fabricated by John Tojeiro in a small shed, at Little Gransden, near Cambridge. Tojeiro No. 2 was built for Brian Lister, and this exciting device was fitted with a J.A.P. engine. It was later raced by Archie Scott-Brown, and then acquired by the late Peter Hughes who set up several sports-car records with it at various sprints and hill-climbs. Then followed a "Leaf"-engined car for Chris Sears, and an M.G.-powered vehicle for Lionel Leonard which was raced as the Leonard-M.G. However, it was 1953 that saw the name Tojeiro become a well-known one around the circuits. This was due to the remarkable run of successes by Cliff Davis in the famous Tojeiro-Bristol LOY 500, which almost completely dominated the 2-litre sports classes in that year, and was also difficult to defeat in both unlimited classes and *Formule Libre* races. It was this car which inspired the present series of A.C. Ace and Aceca cars, for the chassis—very similar to that of LOY 500—was conceived by John Tojeiro. Since then several Tojeiros have been produced, including Jaguar-powered machines. Now John has constructed a Tojeiro-Climax, utilizing his seven years' experience in building very rapid sports-racing cars. When one sees the handsome A.C.s on the roads of the world, it is truly a success story to realize that they sprung from a "one-off" design in an obscure English village.

G.

PIT ★ ★ STOP

Personalities from behind the scenes take time out for an evening's merriment at the annual dinner of the British Motor Racing Mechanics' Club, held at the Dorchester Hotel in London



HAPPY QUARTET: Looking pleased with life are (l. to r.) Alec Hounslow (M.G.), George Williams (Castrol), Tom Haig and Sydney Enever (both M.G.).



TALKING SHOP? A. E. Balkham (Ferodo) and Aston Martin's Jack Sopp seen having a quiet natter. Discussing racing brakes perhaps.



FEMININE CHARM was well in evidence at the Dinner. Shown here are two of the ladies, on the left (on Jack Fairman's knee) is Mrs. Dick Jeffrey (wife of Dunlop's competition manager). On her left is Mrs. Peter (Autocar) *Garnier, and Peter Morrell (Castrol).*



DONALD CAMPBELL, from the sphere of record-breaking, was present with his chief mechanic, Leo Villa. In this picture are (l. to r.) Mrs. Villa, Leo Villa, Donald Campbell, Ken Taylor, Miss P. Hart, Stan Ivermee (Bristols) and Wally Hassan (Coventry-Climax).



CONVERSIONS DEPT.? Not quite, but it might well be with Basil de Mattos (Laystalls), Robin Jackson, T. Rolfe (Alexander Eng.) and Wally Fullerlove (Borg-Warner) on the premises!

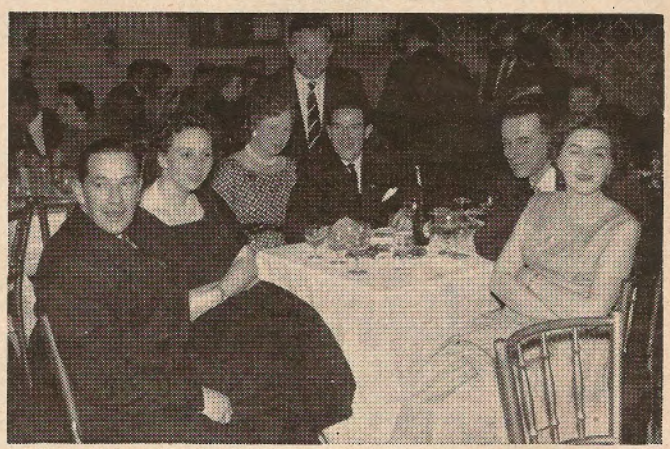
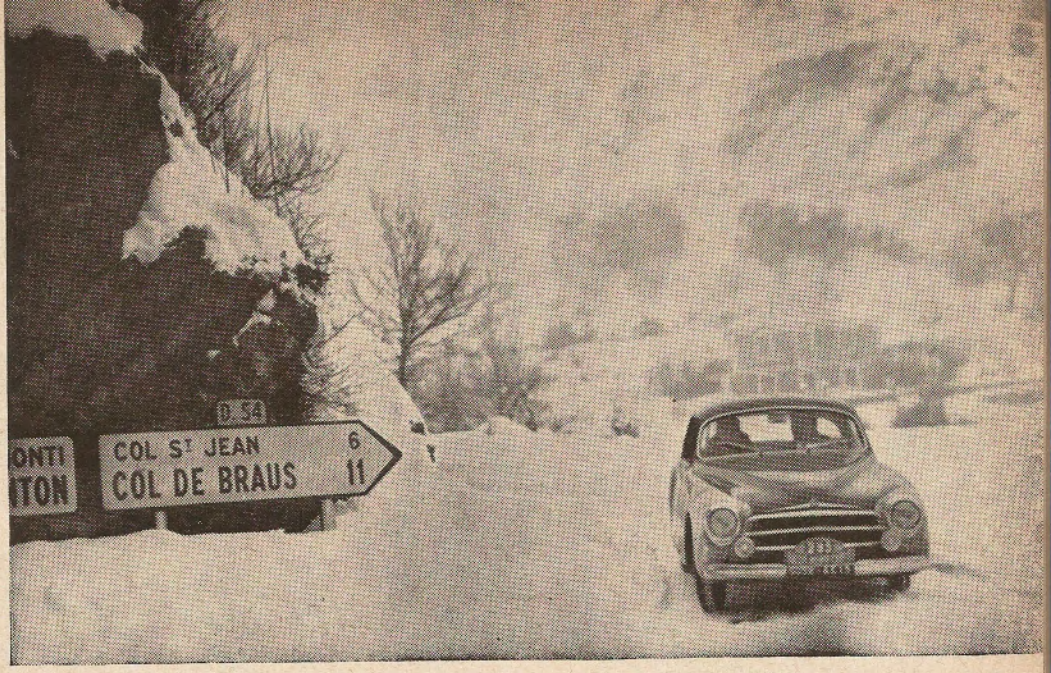


TABLE TALK: Having a post-prandial chat are (l. to r.) S. Elsworth (Vanwall) with Mrs. Elsworth, Mr. and Mrs. Aitkens, W. Burkinshaw and wife. Syd Henson of Ferodo is standing behind the group.



WINTER WONDERLAND in the mountains of the Alpes Maritimes. This year the course is such that severe snow conditions are almost certain to be encountered over a considerable mileage.

FROM now until next January, and even well after, there will be one subject of conversation in hundreds of homes—the Monte Carlo Rally. With the issue of the R.A.C. list of 95 acceptances (plus two special radio/TV entries), come sighs of relief from the lucky ones, and groans from those on the reserve list. The latter, naturally, wish no harm to befall their more fortunate compatriots; nevertheless they will live in hope that something will turn up to prevent at least a few of the acceptances from taking their place in the starting queue. It is a fairly long list of reserves, totalling 37 in all.

Glasgow is easily the most popular starting point, and has attracted 56 folk.

The "Monte" Entrants

From Every Part of Great Britain Come the Acceptances for the 27th Rallye Monte Carlo

By GREGOR GRANT

In view of the difficulties which may be experienced on other routes, the choice of the "Second City" is quite a wise one. If really wintry weather is experienced, many people would far rather do their initial driving over roads they know. On the other hand, we in this country are not clue-ed up for rapid snow clearance, although many of us would much prefer picking our way in dense fog down A1, than on some of the Continental routes. In any case, there is always that little "rest" on the "Lord Warden", to which to look forward.

Amongst those present . . .



John Gott
Wolseley 1500



D. O'M. Taylor
Jaguar

Paris has been chosen by 28, but there is no advantage to be gained by this, with the exception of already being on French soil. As "Gatso" has said, The Hague is a very chancy route, which is possibly why only one British entrant is going from the Dutch capital. Munich has also lost its former popularity, only Ron Faulkner (Jaguar) making his depart from Germany. Lisbon may also be chancy (two starters), but there is a lot to be said for starting in sunshine. Oslo has seven British starters, but again, the troubles will probably begin where the majority of routes converge. Athens and Rome have nobody from the U.K., the general opinion being that it is a heck of a long way to go to come back.

Two entries are from Northern Ireland, both very experienced rallymen, namely the 1955 winner Ronnie Adams (Ford), and Wilbur Todd (Ford). From North of the Border come seven home-based Scots, and a "'twixt-and-between" from Berwick, as well as three known Anglo-Scots. From the East Coast come W. L. Burnett (Jaguar), Bill Shepherd (Austin), and J. Campbell (Riley), their homes being in St. Andrews, Lundin Links and Aberdeen respectively. Farther North are the AUTOSPORT Trophy holder W. R. Sutherland (Riley), of Golspie, Sutherlandshire, and Ronnie Dalglish (Triumph), who hails from what is said to be the longest village in Great Britain, Auchterarder, Perthshire. The Neil sisters (Standard) are from Glasgow, as is their near neighbour R. T. Haddow (Sunbeam), of Clarkston, Renfrewshire. The Borderer is that well-known rally-dicer J. Stoddart (Standard). I plead guilty to being an Anglo-Scot, having been resident in London since 1938; Alan Fraser (Singer) nowadays lives in Kent, and Peter Jopp (Sunbeam) has long lost any pretence of a Scottish accent. I also suspect that Jimmy McLaughlin (Triumph) is a Birmingham Scot, and Pat Moss (Morris Minor) can claim Scots ancestry, every bit as much as brother Stirling who may, or may not, start with the two Peters, Garnier and Jopp, in a Sunbeam.



Bill Banks
Rover



Jimmy Ray
Sunbeam

From Welsh Wales comes G. Heaps (Morris), with West Country near-neighbours "Tiny" Lewis (Standard), E. R. Evans (Sunbeam) and M. R. Davies (Triumph). The North of England is strongly represented by Johnny Boardman (Ford), J. Cuff (Ford), V. Cooper (Jaguar), Cyril Corbishley (Standard), Viscount Boyne (Jaguar), Anne Hall (Ford), Edward and Cuth Harrison (Fords), Denis Scott (Ford), Reg Holt (Jaguar), G. Parkes (Jaguar), Jimmy Ray (Sunbeam), Gordon Shanley (Austin), Gordon Stratton (Austin), John Waddington (Triumph), T. E. White (Jaguar), Peter Bolton (Triumph), P. G. Walton (Jaguar), Johnny Wallwork (Standard) and B. Whiteway (Morris).

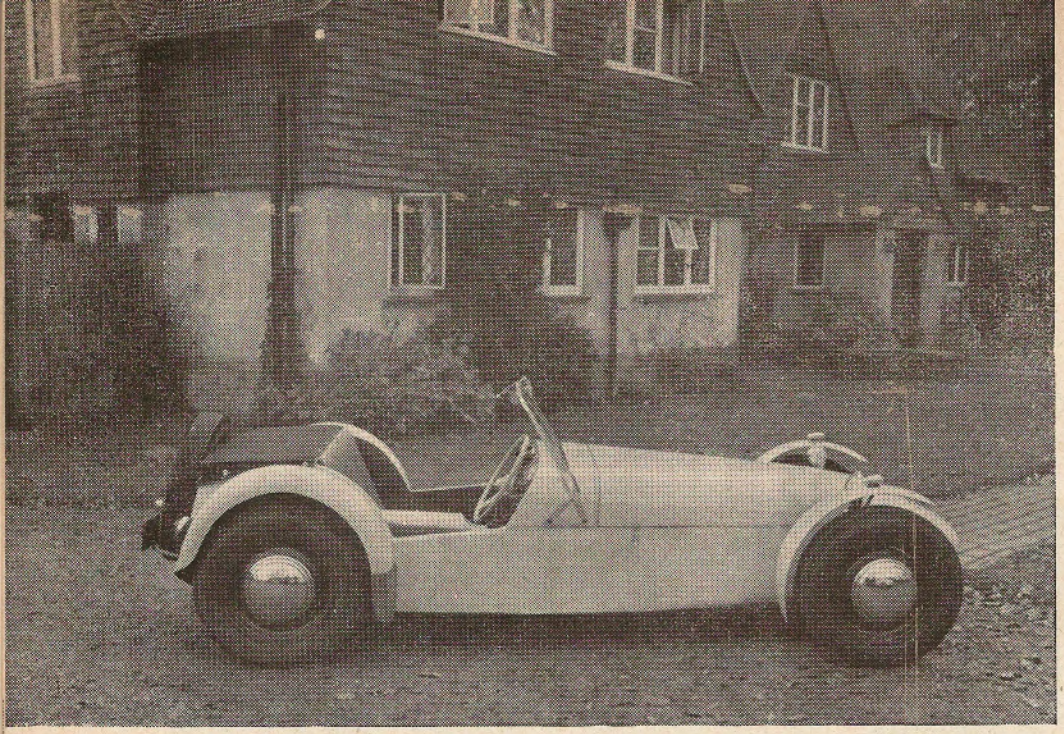
London and the Home Counties contribute Sydney Allard (Ford), K. N. Ballisat (M.G.), Raymond Baxter (Aston Martin), John Bremner (Riley), Tommy Clarke (A.C.), Tommy Wisdom (Austin-Healey), Mike Couper (Austin), G. F. Faulkner (Jaguar), Ron Faulkner (Jaguar), Peter Garnier (Sunbeam), John Gott (Wolseley), Eric Haddon (Jaguar), Mary Handley-Page (Sunbeam), Nancy Mitchell (Riley), R. Y. Hooper (Sunbeam), J. Kat (Ford), C. F. Key (Daimler), Les Leston (Riley), E. N. London (Jaguar), J. Patten (Riley), D. R. Rawson (Sunbeam), Karl Richardson (Ford), H. J. Harper (M.G.), E. B. Ross (Austin).



Anne Hall
Ford



Bill Slocombe
Morris



MARK SIX brought up to date=Lotus Seven. Designed to go to work in as well as to race, the latest from Hornsey is stark but ideally practical.

JOHN BOLSTER TESTS *The LOTUS SEVEN*

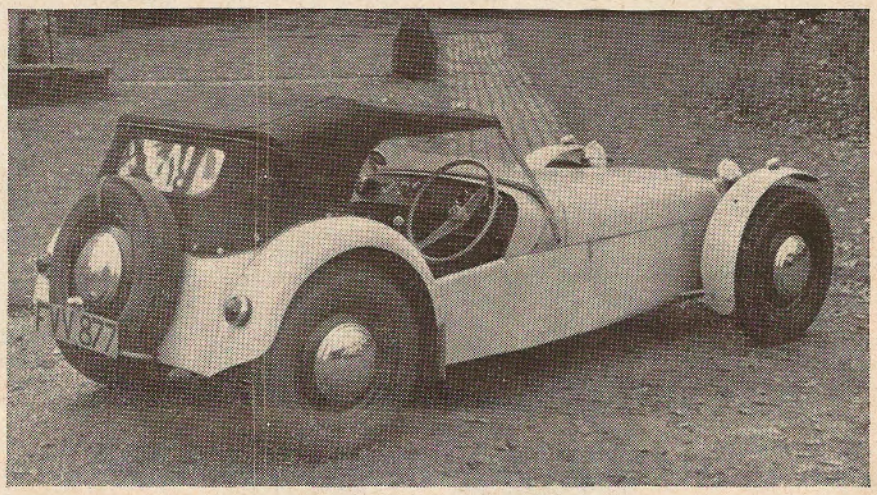
Lotus Engineering "go one better" with a new sporting two-seater for work or play

WITHOUT any doubt, the best beloved model of the Lotus was the Mark Six. The later, streamlined cars are the ones that have notched up so many famous victories, but they are rather beyond the reach of the average enthusiastic clubman. Any all-enveloping body is a bit vulnerable for the hurly burly of club racing, too. Touch a straw bale or a marker drum, and it's yet another panel basher's bill.

So there has been a constant cry for a revival of the Mark Six. Now, the Lotus Engineering Co. have gone one better, for they have introduced a more modern version with the Formula 2 wishbone front end, and called it the Lotus Seven. The chassis is the well-known multi-tubular structure, but the body is a doorless two-seater with separate front mudguards and exposed wheels. These features exclude it from International races, for which it is not intended. However, they render it ideal for the typical Club Silverstone or Brands Hatch meeting, and, of course, exposed wheels are a great advantage for speed hill-climbs.

The front suspension is similar to that of all the latest Lotus cars, but at the rear expense calls a halt, and a proprietary axle ("Metropolitan") is found. This is located on the same trailing arms as the more costly models employed with the de Dion rear axle. Drum brakes are another economy feature, but they are large having regard to the weight of the car.

The type of engine depends on the customer, but I had the standard one, which is the Ford 100E, as fitted to the Anglia and Prefect. It was mildly tuned, with twin S.U. carburetters, and the gearbox contained close-ratio gears. Apart from that, the engine and gearbox were to normal Ford specification. Naturally, the engine can be rendered much "hotter" than this if desired, and the Elva and Willment heads are available for the man who really wants to go. A car thus equipped would give performance figures of a different order altogether from those I obtained.



RAIN is kept off by the neat hood although no sidescreens are provided. The car is a trifle spartan for the heater/wind-up-window age group!

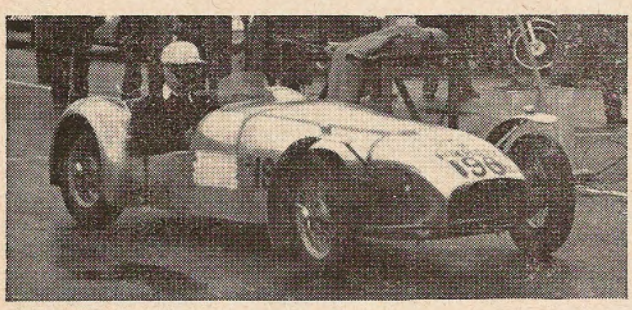
A close-ratio gearbox which has only three speeds must impose a high bottom gear as a penalty. In the case of the Lotus, the car is so light that this is no real disadvantage, even though a speed as high as 37 m.p.h. is available on first gear. A mile a minute may be exceeded on second gear, and this is a useful ratio for overtaking on the road. Some practice is necessary to engage the unsynchronized bottom gear silently under all conditions.

This type of Lotus is a perfectly practical sports touring car, and I used it as such. There is a hood, the sticks of which are permanently in place and fold down under the tonneau cover; no sidescreens are provided. The seating position, though very low, is quite comfortable, and the doorless body is not as difficult to enter as it would at first appear. There is a modicum of space for small luggage behind the seats.

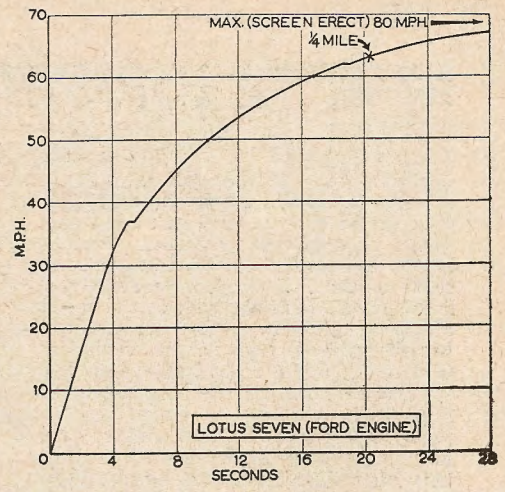
On the road this is a lively little car, and if the engine were tuned to the limit it would be almost fierce. It is perfectly tractable, and behaves well in congested towns. It is naturally capable of putting up an exceptional average on winding and hilly terrain. The ride is hard and no unnecessary comforts are provided, but the conditions are such as would be expected by the youthful sports car owner. The front mudguards are rather token affairs, as one discovers where cows have been driven.

The new front suspension gets full marks. In strong contrast to the old swing-axle front end, the wheels neither patter nor shimmy, which is comforting because they are always in view. The actual cornering power is no greater, but the stability over bumps is much better than before, there being no trace of wandering on the straight. The rear suspension must, of necessity, be something of a compromise, for the weight of the axle is fairly considerable, in spite of the light alloy centre.

By accepting a firm rear suspension of limited travel, the difficulty has been minimized, but the back end of the car does sometimes hop on a bumpy corner. The very quick steering counteracts this in a moment, and the machine remains controllable under all conditions. The twin radius arms completely eliminate any bounce or tramp during acceleration and braking. The brakes are very powerful, and one must apply them gently on wet roads to avoid locking the front wheels.



PROTOTYPE of the Mk. VII appeared at the Brighton Speed Trials in September, in the hands of E. Lewis. However, in addition to the wishbone front suspension, this example was equipped with a Coventry - Climax engine, de Dion rear end and disc brakes!



Acceleration Graph

Compared with a streamlined Lotus, there is naturally a considerable reduction in maximum speed. However, England is a country of pocket circuits with negligible straights, and so this is of little account. The Seven is intended for the type of enthusiast who drives his sports car to work all the week, "has a go" at a club race meeting or hill-climb at the week-end, and expects to set off for the office on Monday without any unreliability or temperamental behaviour. He won't break the lap record, but he'll get round Brands Hatch in 1 min. 7 secs., which will keep him ahead of all but the Climax jobs.

His girl friend will love the Lotus, and the crowd it collects when it is parked. If she's slim and wears sensible clothes, she'll be comfortable on a long run, and if she isn't and doesn't the chap will probably get rid of the girl and keep the Lotus. For those of us who have reached the age of heaters and radios, this car is far too spartan, but to many a young enthusiast it approaches pretty close to the ideal.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Lotus Seven sports 2-seater. Price £690 (£1,036 7*s*. 0*d*. including P.T.). Or to build: Lotus components, £399; power unit, £100; bought out, £27; total, £526 Extras: Tuned engine, close-ratio gears.

Engine: Ford 100E side-valve unit. 63.5 mm. x 92.5 mm. (1,172 c.c.). Compression ratio 8.5 to 1. 40 b.h.p. at 4,500 r.p.m. Twin SU carburetters. Lucas coil and distributor.

Transmission: Single dry plate clutch. Three-speed gearbox with central remote control, ratios 4.875, 6.483, and 11.407 to 1, Open propeller shaft. Hypoid bevel final drive.

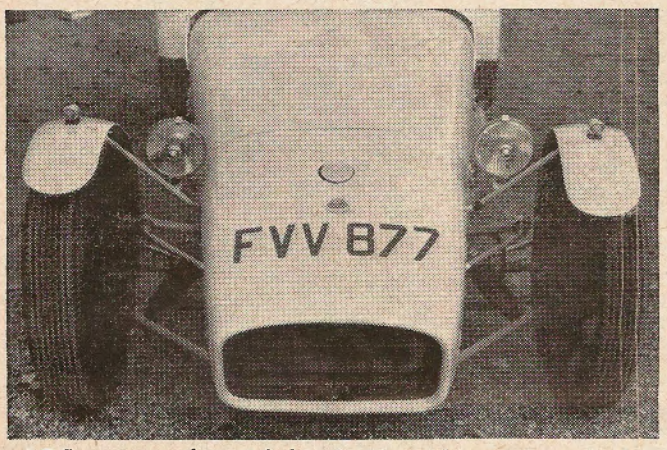
Chassis: Multi-tubular space frame. Independent front suspension by wishbones, with torsional anti-roll bar. Burman worm and nut steering gear. Rigid rear axle on twin trailing arms, one of which is triangulated for lateral location. Helical springs and telescopic dampers all round. Hydraulic brakes, 2L.S. in front, in 9 ins. x 1¾ ins. drums (front), and 8 ins. x 1¼ ins. (rear). Bolt-on disc wheels, fitted 5.20-15 ins. tyres.

Equipment: 12 volt lighting and starting. Speedometer, oil pressure and water temperature gauges, and ammeter.

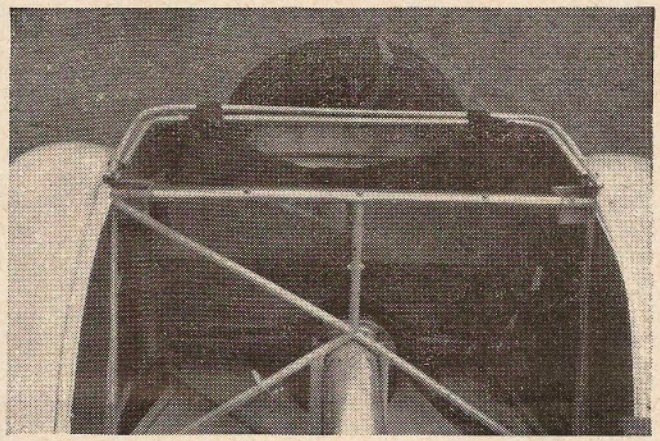
Dimensions: Wheelbase, 7 ft. 4 ins; track, 3 ft. 11 ins.; overall length, 10 ft. 3 ins.; width, 4 ft. 5 ins.; height to top of scuttle, 2 ft. 3½ ins.; ground clearance, 5 ins. Weight (dry), 725 lb., (with fuel and ready for the road, 8 cwt.) (approx.).

Performance: Maximum speed, 80 m.p.h. (touring screen) or 85 m.p.h. with racing screen (approx.). Speeds in gears: 2nd, 62 m.p.h.; 1st, 37 m.p.h.; standing quarter-mile, 20.2 secs. Acceleration: 0-30 m.p.h., 3.6 secs.; 0-50 m.p.h., 10 secs.; 0-60 m.p.h., 16.8 secs.

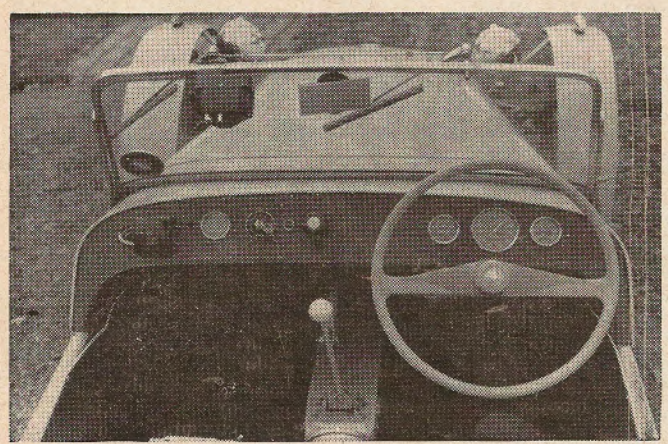
Fuel Consumption: 35 m.p.g.



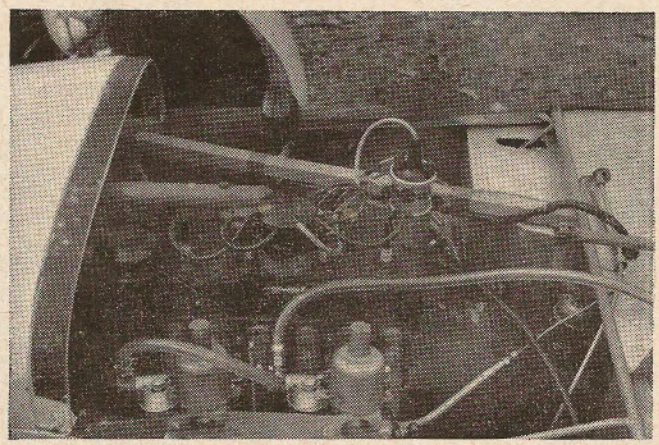
I.F.S. now employs tubular double wishbones instead of the divided axle used on the Mark Six. Handling qualities are considerably better than on the earlier model.



RIGID rear axle is used—in this case the type found on the Austin Metropolitan—but it is located by trailing arms and suspended on helical springs.



COCKPIT is stark but practical. A remote control gear-stick is fitted to the three-speed box, in which close-ratio Buckler gears can be installed if desired.



POWER unit as normally fitted is a mildly tuned Ford Anglia engine, with twin SU carburetters and a four-branch exhaust system. The engine can be further tuned.

...AND BOLSTER ALSO TRIES...

A LOTUS WITH A DIFFERENCE

I HAVE long ago lost count of all the Lotus cars I have driven. Many memorable miles have been covered in each of the various "Marks", and Ford, M.G., and Coventry-Climax engines have been sampled in numerous different states of tune. Now, I have added yet another variant to the bag, as the result of an invitation to try the car that has become well known in the hands of G. H. Williamson and Michael Parks.

This is a normal streamlined Lotus as regards the chassis and body, but the Ford 100E engine is fitted with a Willment light-alloy I.O.E. head. In conjunction with this unit, the normal Ford three-speed gearbox has had a Laycock de Normanville overdrive unit added to it. The hydraulic mechanism of the latter has been "beefed up" to give racing gearchanges, and the switch for the relay is on the gear lever. As the overdrive may be employed on all three gears, one has a six-speed transmission. With a final drive ratio of 4.89 to 1, the characteristics are as follows:—

Gear	Ratio	M.P.H. at 7,000 r.p.m.
First ...	17.92	29
O/d first ...	13.7	38
Second ...	9.81	54
O/d second ...	7.42	70
Top	4.89	109
O/d top ...	3.7	143.5 (Theoretical)

It will be noticed from the above that an engine speed of 7,000 r.p.m. is suggested! The rev. counter was tested in my presence, and I then repeatedly proved that this very high speed may be achieved. Incredible to relate, a standard Ford bottom end is retained, which speaks volumes for the immense safety factor of those hard-worked components.

In driving the machine, one starts off with the switch in the overdrive position. However, the car actually moves off in normal first gear, because the oil pump is at rest until the propeller shaft turns. In the few moments it takes to build up pressure, the getaway has been made on the "low" gear, and the change to overdrive first goes through automatically at something over 5,000 r.p.m. This is an advantageous arrangement during the drama of a massed start.

When changing up, one simultaneously changes down on the overdrive to get the next progressive ratio. I say simultaneously, but in fact the clutch must be out before the switch is flicked or a lethal increase in engine revs would result. It is a little difficult to have absolute confidence in the arrangement at first, especially when the penalty for any clumsiness would be a totally wrecked engine. Nevertheless, I made my preliminary essays at moderate speeds, and eventually I was doing the "double changes" at a full 7,000 r.p.m. I do feel, though, that some sort of governor would give peace of mind, for even Mr. Ford's sturdy crankshaft might object to being suddenly accelerated up to 9,000 r.p.m. Even during the acceleration tests, I made my gearchanges with a degree of deliberation, to avoid any danger of such a contingency.

The time for the standing quarter-mile was 16.8 secs., during which the Lotus exceeded 80 m.p.h. in direct top gear. It was difficult to time the 0-30 m.p.h. figure because of the automatic engagement of the overdrive, but I recorded an approximate time of 3.6 secs. Other figures were: 0-50 m.p.h.=6.2 secs., 0-60 m.p.h.=8.4 secs., 0-80 m.p.h.=16.4 secs., and 0-100 m.p.h.=27.4 secs.

Unfortunately, I was unable to time the car in both directions over a measured distance, so I cannot give the maximum speed. However, by calculation from rev.-counter readings, the car has attained 119 m.p.h. with a single screen before the driver, and 126 m.p.h. with a wrap-around screen and head fairing. Although these are "one way" speeds, and cannot therefore be quoted as a true maximum, they do give some idea of the performance of this Ford-engined car, and incidentally emphasize the influence of streamlining.

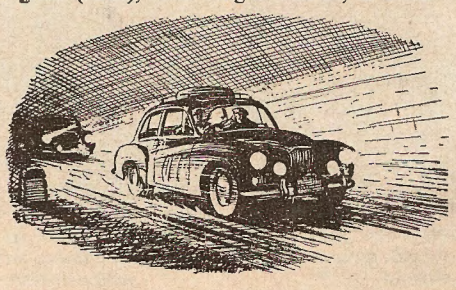
On the bench, the Willment-Ford engine has developed 81 b.h.p., and indeed it must produce something not far short of that to propel the Lotus as it does. Yet, it remains astonishingly smooth compared with the average competition unit. Only a slight propeller shaft vibration period mars the otherwise easy running of the car. The steering and general handling of this particular Lotus are above average, proving that the weight distribution of the chassis must be spot on with the Ford engine and overdrive installed.

Naturally, a competition car such as this one is not expected to be an ideal shopping car, and the rather "hard" plugs tend to foul in traffic. Yet, they invariably clear themselves after a speed burst, and the exhaust noise is quite moderate.

The "Monte" Entrants—*continued*

Count de Salis (Aston Martin), Bill Slocombe (Morris), Ray Brookes (Riley), Johnny Sprinzel (Austin), John Sunley (A.C.), Dr. L. Taylor (Sunbeam), Betty Haig (Triumph), J. Trigg (Sunbeam), D. Uren (Ford), A. P. Warren (Jaguar), Eric Brinkman (Jaguar), Gerry Burgess (Ford) and John Young (Riley).

As before, the Midlands make a fine contribution, and well-known names include Dennis O'M. Taylor (Jaguar), Frank Grounds (Austin), David Humphrey (Sunbeam), G. A. Lewis (Sunbeam), J. McLaughlin (Triumph), A. Meredith-Owens (Austin), Ray Merrick (Sunbeam) and Peter Harper (Sunbeam). "Zummerset" men comprise: L. Griffiths (M.G.) and E. W. Judge (Sunbeam). From Norfolk are Jack Sears (Austin) and F. Vivian (Singer). Hastings contributes D. R. Milton (Austin); C. B. Pilgrim (A.C.), lone Hague starter, is from Royston; Bill Banks (Rover) is a Lincoln man, and R. Davis (Sunbeam) a Wiltshireman. From the Hants M.T. School come the three Army officers in Standards, Lt.-Col. Crosby, Major C. Banham and Capt. Raper. The two special radio/TV entries are from Peter Dimmock and John Cotter (Humbers).



* * *

Latest news is that certain other countries have been unable to take up their full quota and, in consequence, the A.C. of Monaco has authorized the R.A.C. to permit the entry of the entire reserve list. This brings four more Scotsmen into the fray, A. McCracken (Jaguar), Dr. A. Mitchell (Wolseley), K. McLennan (Jaguar) and J. Meikle (Hillman). Missing is that inveterate "Concours" class winner, Anderson, of Newton Mearns. There is also another Welshman, D. E. Lawrence (Riley), and two more West Countrymen, R. Harris (Austin) and W. Teague (Jaguar).

The North gets a considerable lift, for to the already mentioned the following can be added: D. A. Kirk (Jaguar), L. Enion (Sunbeam), Dr. I. Cameron (Standard), S. Carruthers (Ford), E. Hodson (Jaguar), E. Walker (Armstrong Siddeley), R. H. Harris (Austin), R. Hodson (Hillman), Mrs. D. Harris (M.G.), E. Yardley (Sunbeam), H. O'Connor-Rorke (Jaguar), J. F. Dickinson (Ford), R. Vicat-Cole (M.G.) and D. J. Brown (Dauphine).

From the Midlands is added F. Ward (Jaguar), and from the South, L. Handley (Ford), W. T. Franklin (Ford), H. Appleby (Austin), A. Hartnell (Ford), F. Marchant (Ford), D. Seigle-Morris (M.G.), D. Stavert (Riley), E. B. Brett (Jaguar), F. W. Brown (Jaguar), Ian Baillie (Jaguar), D. Segall (Jaguar), Mrs. Lorna Snow (Jaguar), D. Wilson-Spratt (Triumph) and C. A. King (Ford).

A complete summary of makes is given below:—

A.C.	3
Armstrong Siddeley	1
Aston Martin	2
Austin	12
Austin-Healey	2
Daimler	1
Dauphine	1
Ford	22
Hillman	2
Humber	2
Jaguar	27
Morris	4
M.G.	7
Riley	10
Rover	1
Singer	2
Standard	9
Sunbeam	17
Triumph	7
Wolseley	2
Total	**134**

Dead-accurate stop-watches, clocks, average speed indicators, speedometers and trip-recorders are a must for the rally, in view of the 1,000 kilometres eliminating test with its probability of split-second timing on certain sections. Already Les Leston's famous shop in High Holborn is being inundated with requests for timing equipment, and the Halda people will almost certainly be working overtime getting their instruments calibrated for dozens of users. Maps, of course, are in great demand; we will deal with where to obtain all manner of rally equipment in the issue of 13th December, which will also be by way of being a Christmas gift number.

NOVEMBER NOCTURNE

Ron Randall and Frank Freeman (M.G.A) win successful M.G. Car Club November Rally—Record entry of 105



START at the Mill Garage, Woodford, and S. P. A. Freeman collects his first route card. He later collected a class third and was a member of the winning team.

ONCE again the M.G.C.C. have shown that they have a certain flair for the organization of rallies, their November Rally, run by the S.E. Centre last Saturday night, being an excellent example. This 300-mile invitation event drew no less than 105 entries at a time when many clubs lament that they cannot command a worthwhile turn-out, and apart from those few who found a shortage of road here and there, taking to the ditches as a substitute, the general opinion was that this was the kind of rally most people like. It was a tough route, mainly in Kent, and marks were lost in considerable numbers; however, Ron Randall and Frank Freeman in the former's M.G.A showed that experience pays off, and collected the premier award.

There were two starting points: one at Dick Jacobs' Mill Garage at Woodford, Essex, and the other at the Sugar Bowl, Burgh Heath, near Epsom, Surrey. Starting from 8 p.m. an easy converging route brought the odd and even numbers to the first time control at a café near Wrotham, on the London-Maidstone road. Most cars arrived in time for a "cuppa" before checking out on Section 2—the first "real" section. This was a straightforward set of seven time controls —all marshalled—with about 10 minutes between each. They were to be visited in the order given, so it generally meant that they had to be plotted on the move from one to the next. It should be mentioned here that the whole route was delineated by six-figure grid references and no other means.

The next section looked formidable on the route card. There were three time controls and 14 route checks to be visited in any order—which meant that they all had to be plotted before moving off. In addition, one of the time controls had to be visited 35 mins. after starting and another 1 hr. 35 mins. *after starting*, the total time for the section being 3 hrs. As these instructions were somewhat scattered about the route card, some competitors did not assimilate all the information at the start and thought that they had a clear 95 mins. between the second and third controls, regardless of whether they were late at the second one. This was the only point in the whole rally which we heard criticised.

However, most crews sorted it out and arrived eventually at the supper stop, at Ferryfield Airport, near the South Kent coast, where luxurious refreshment facilities were provided. Before being allowed to enjoy them, however, there was the first of the two driving tests which were to count in the marking. Commendably, instead of being a gear-bashing horror, its principal requirement was that the driver should nudge, but not dislodge, one of a number of rods balanced across two uprights. A nice judgment of the length of one's bonnet was required.

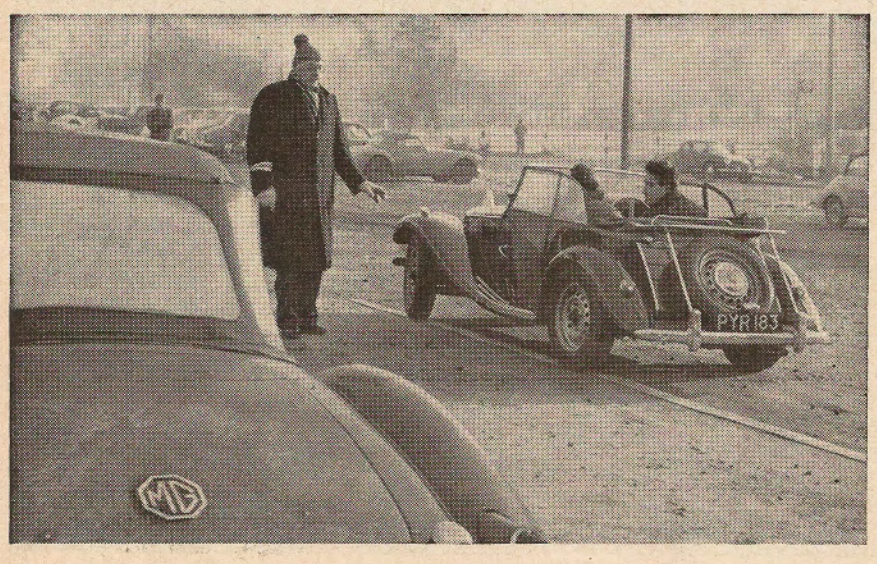
Leaving Ferryfield in the small hours, navigators were confronted with a route card for an "Eight Clubs" section. You know the idea—you visit six references, recording a letter and number displayed at each point, and at the last one you are also given a rearrangement of the numbers to give a reference for a seventh point. This route took competitors in a loop west and north, to a control where another similar route commenced, bringing them to a point near Ashford, after about two hours.

The final section concerned itself with the main railway line which goes in an almost dead straight line from Ashford westwards to near Westerham; 2½ hours were allowed for crews to follow this line, crossing it by 15 bridges, which were located by references, the direction of crossing being specified. Secret checks were made to see that these instructions were followed and the cortège proceeded in beautiful Sunday morning sunshine towards the final control at the Grasshopper, Westerham. Here the second test was held, in which drivers were required to park alongside a dummy kerb—and it was obvious that the night had taken its toll, for parking in many cases was distinctly amateurish!

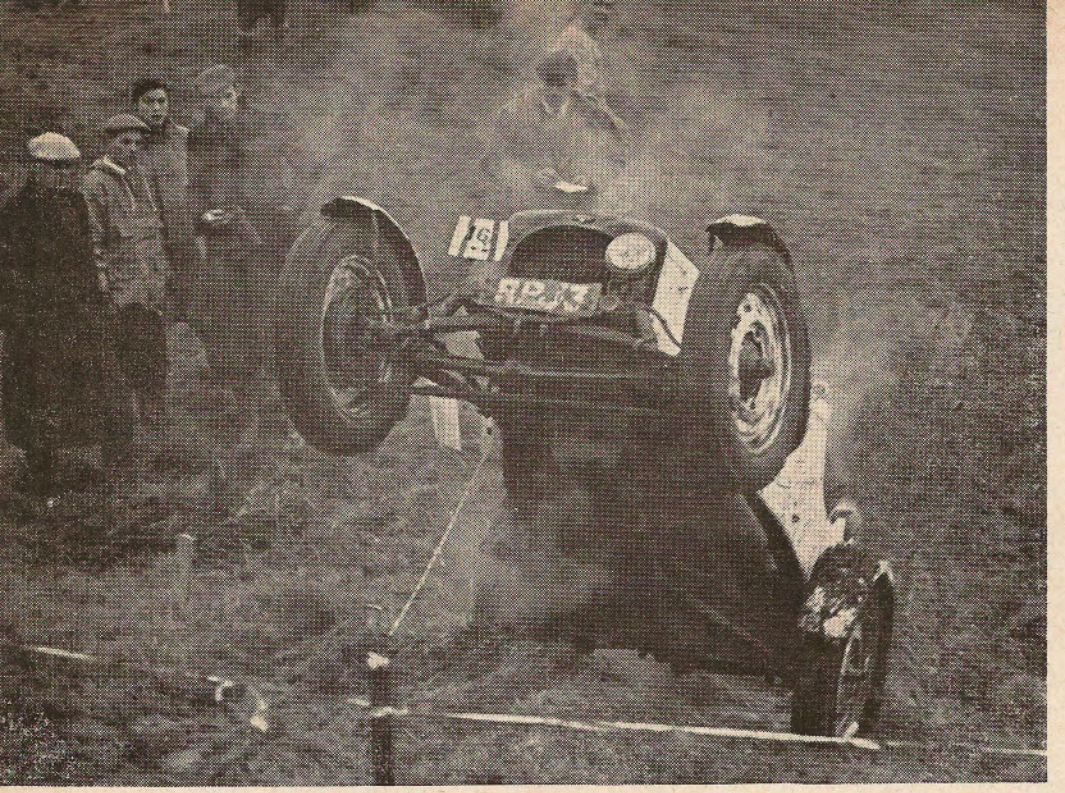
A curious feature of the event was the number of cars that "ran out of road". True, the temperature during the night had dropped to substantially below freezing point, but although ponds bore a film of ice, the roads were bone dry and not at all slippery. Nevertheless, casualties included three Magnettes, E. Griffith's Porsche Carrera and two or three other vehicles including P. Browning's Morris Minor. The latter entrant had asked to be No. 13 on the list—just for luck—but spent three hours up to the axles in what looked suspiciously, to us as we passed, like a manure heap! Altogether 22 cars retired for one reason or another.

The writer travelled as "third man" in the back of Derek Foster's Renault Dauphine, and although cautious about adding to the praises that have already been heaped upon this beautiful little car, I must reluctantly concede that the

(*Continued on page* 710)



FINISH at Westerham featured the second driving test, which involved parking alongside a kerb. Here, A. Brown (M.G. TF 1500) *gets a little too close!*



UP SHE GOES! B. R. Potts, winner of the John Bull (members') trophy finds his car ambitious at Slawston Hill.

The Harrisons Sweep the Board

Leicestershire C.C. John Bull Trophy Trial

THE elevation of the Leicestershire Car Club's big trial to the status of B.T.D.R.A. silver star and R.A.C. Championship qualification status was both desirable and deserved.

On Sunday, 24th November, the Leicester "boys" so consolidated the above, to make the "John Bull" a must for 1958. Over 70 marshals, a superb course, well-chosen sections giving plenty of variety, ample marking by white tapes (although at times perhaps a trifle narrow) gave both competitors, who without the Southern contingent numbered some 30 strong, and a large crowd of very enthusiastic spectators, a grand day out!

Weather was cold and the grass/mud surface after a hard night's frost did not deteriorate to impede the back markers. In any case, after lunch, the organizers reversed the order of procedure, a very sound move!

The start was at Skeffington, near Uppingham, from whence the circus moved *en masse* via country lanes to the slopes and woods of Burrough Hill, where were sited the first eight sections.

The first of these, a taped lane running up through a wood, turned left on adverse camber, then climbed to a right-hand bump, all on grass and leaf mould. Successful here were T. A. Marshall (Austin), J. F. Harrison (Harford), E. Harrison (Harford), J. D. Hollingworth (T.M.S.2), A. D. Alldred (Bassinett), F. T. Lewis (Squamigerous), J. C. Broadhead (J.C.B.) and A. E. Marsh (T.M.S.1).

No. 2 was on similar surface but very much wetter, and proceeded left up a lane all on adverse camber, to a steep rise at the finish. This was a "queer" one but presented no difficulty to Marshall, S. A. Cracknell (Elfin), the Harrisons, Doc Lilley, L. M. Alldred and "Dad" Harrison (Harford).

Next came another taped lane, only this time a severe left-hand turn, adverse cambered to a steep rise "fooled everybody". No one was clean and highest reached was section 4 by John Harrison (Hollingworth), M. Hazlewood (M.H.S.) and Broadhead. All the rest failed in or about section 10.

No. 4 was a horror adapted out of an old bomb crater. It started up a grass slope to turn sharp left round an earthen wall of death, down a taped slope suddenly to turn right against the camber to a grass climb. This was all very well except that cars immediately slid into the tapes on the last turn at No. 7. Still only a few reached that section, namely, the Harrisons, J. Phillips (M.H.S.) and Marsh.

Five was impossible, being the only hill that wore away, and as it did it for the first man, no one had any advantage and they all failed in section 9 with wheelspin.

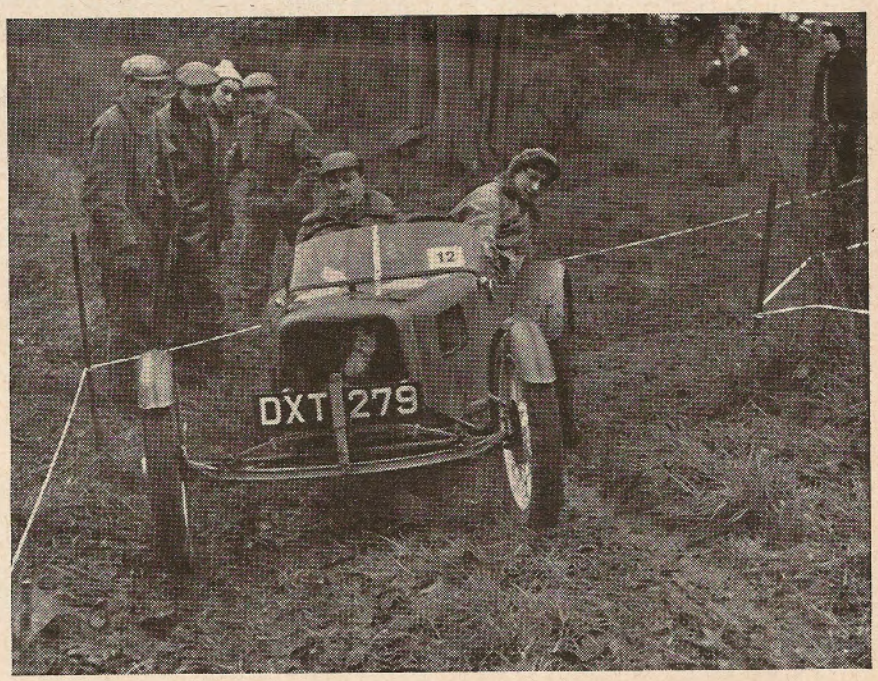
Six was a long taped climb in a valley, which, although it allowed plenty of speed, the gradient over a bump around the halfway mark just wasn't on! The following reached section 7: Marshall, J. and E. Harrison, Doc Lilley, Alldred, Fred Harrison (F.H.XI.T.C.), Harrison, F. T. Lewis, M. Hazlewood and A. E. Marsh.

Seven was a short climb over a grass bump gradient of some 1 in 2, then down into a hollow out of which nobody "got". Only Marshall and John Harrison made section 6.

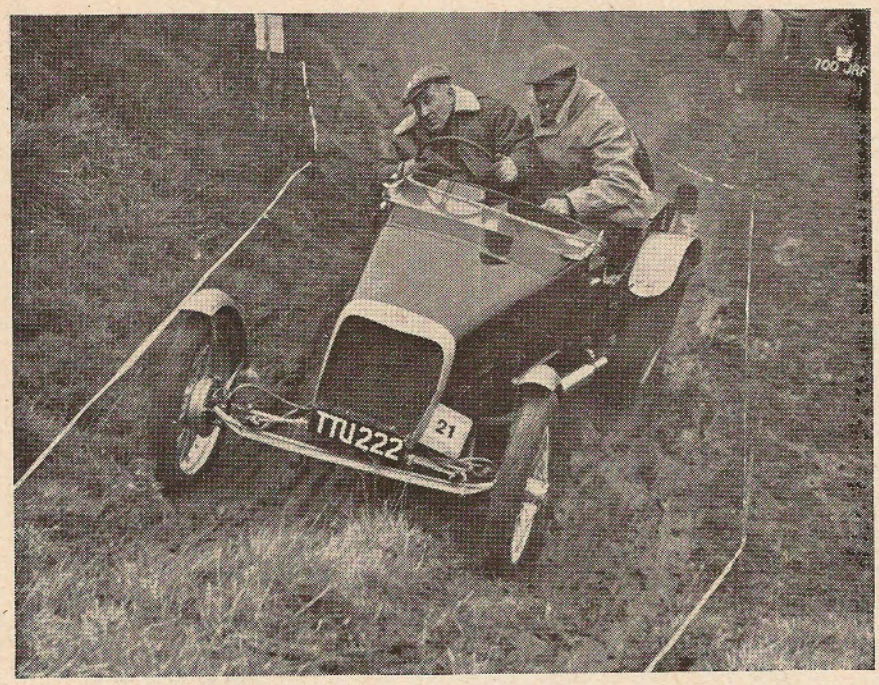
The last section in Burrough Hill reverted to the wood again, and was short: round a tree then up a quickly turning taped lane. About half the contingent climbed easily, the remainder failing low down.

Next came Marefield Pond, starting from a road, over and through a little ford, right into a sticky muddy morass, which if surmounted led to a steep grass slope. Clean here were the elder Harrisons, Broadhead, Cracknell and Marsh, who hit the bog flat out and simply bull-dozed through.

After lunch Slawston Hill was the scene of the battle. First came No. 10, which comprised three sides of a taped square, starting down hill. The first corner caused the defeat of about 50 per cent. of the entry but seemed easy for the top liners.



TIGHT AND NARROW section causes Fred Harrison's passenger to bale out—nearly! This horror was part of the Burrough Hill climb.



CONCENTRATION from Johnny Broadhead and passenger at Slawston Hill, while (below) M. Haylewood negotiates Burrough Hill.

No. 11 was an aerobatic adventure, down a steep hump then immediately up, climbing right. Here cars dived down and careered high into the air; into section 8 arrived only Needham, Dickinson, Broadhead and Marsh; Alec Francis, who said he had got it "taped", did just that thing! He removed more tape per square inch than anyone else and arrived at the foot of a tree off course festooned like a Christmas tree! All good clean fun, though several lady passengers were seen to be holding cushions to their "backs" after the "landings".

Twelve was long and bumpy, over and through gorse bushes, then turning right to a steep slope. The majority of the entry reached section 8, but one or two "unmentionables" failed on the lower slopes.

Unlucky 13 lived up to its name, from a muddy start straight up a grass slope which became exceeding steep. Only L. Newey, Griffin, Alldred, Broadhead and Francis were observed into section 8.

Fourteen was similar, but if possible even steeper and failed the entire entry in 9, while 15 was a mud climb, taking in a lot of gorse. Here only Marsh made 7.

Sixteen was a very good section, but clearly showed up the deficiency of front wheel marking! It was a narrow taped climb running up through grass and gorse, finishing over a steep hump, and if the front wheels came over the top, a clean was granted. Now several cars stuck on the hump with wheelspin, though as their front wheels were out of the observed section, they were given cleans, a bit daft and rather unfair to the few genuine climbs.

Last but certainly not least, was a special! From a long way back, full-speed runs were given at a revised No. 13. The result was terrific. Marsh, adopting his full "hill-climb" technique, simply rocketed up, but even then did not quite make the finish. Nor did anyone else, though some very valiant attempts were made! This to the great enjoyment of, by now, a huge crowd of onlookers!

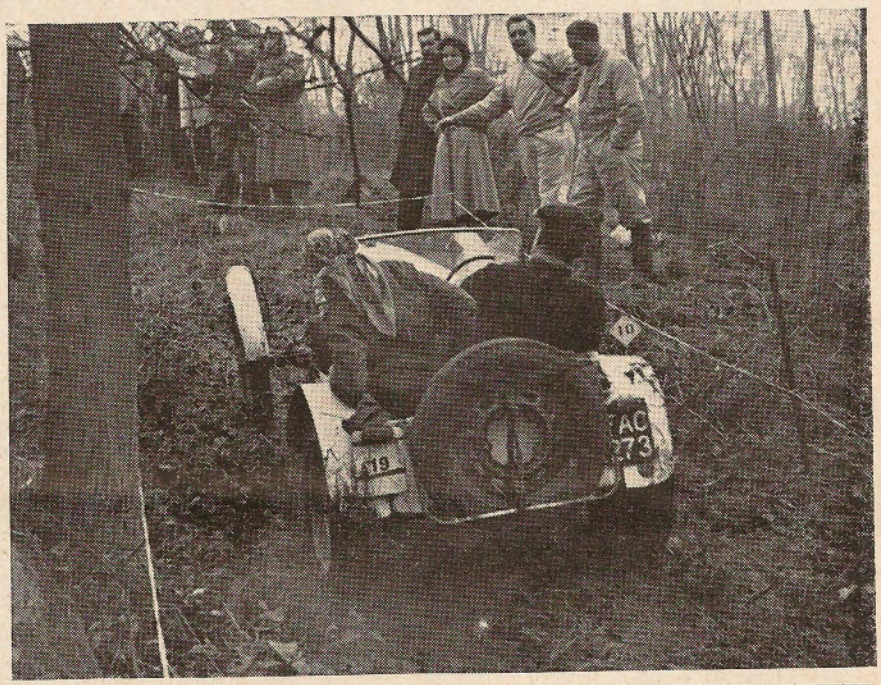
FRANCIS PENN.

Results

L.C.C. Trophy for Best Performance: E. Harrison (Harford). **Second Best Performance and First Class Award:** J. F. Harrison (Harford). **Third Best Performance and First Class Award:** A. D. Alldred (Bassinett). **Fourth Best Performance and First Class Award:** T. C. Harrison (Harford). **Fifth:** F. T. Lewis (Squamigerous). **Sixth:** A. E. Marsh (T.M.S.I.).

John Bull Trophy for Best Performance by a member of the Leicestershire Car Club: B. R. Potts (Cotton IV).

Team Award: "Dad & Lads" (The Harrisons).



AIRLINE RALLY

THE "Airline Rally"— jointly promoted on 16th-17th November by the Yorkshire Centre, B.A.R.C. and Sunbac for the second time—was a rally with a difference.

The competitors did not share a common route and time schedule, but chose their own route between a number of controls scattered all over the North of England. Every control was sited in a police station and the police obligingly co-operated by stamping the competitors cards, no timing being necessary.

The object was to visit as many controls as possible, collecting bonus points at each without exceeding an "airline" mileage (mileage measured between points in a straight line) of 315 miles and not less than 285 miles. Controls were worth different bonus points, those in the industrial Lancashire area being worth only four or five points and wider scattered ones such as Withernsea and Bridlington on the Yorkshire coast nearly ten times as much.

Nearly all the award winners found a similar route, and five returned scores of 186 points and 312 miles, the final result being decided by two timed tests.

The rally started in Derbyshire and the only time checks were a rest halt at Hawes in Wensleydale five hours after the start; and the finish, near Buxton, eight hours after leaving Hawes. In between competitors reported seeing very little of each other in covering as much as 420 miles of actual motoring

There were 40 starters in the rally, 33 of whom finished the course.

The event turned out to be a real change—in fact a rally which was lost or won during the preparations beforehand and on navigation rather than driving.

Provisional Results

Best Performance: I. V. McLaughlan (Triumph TR3), 312 miles. **Best Opposite Class:** G. S. Smith (Vanguard).

Series-Production Cars, up to 1,000 c.c.: B. W. Moss (Morris Minor). **Over 1,500 c.c.:** R. Williamson (Ford). **Modified Cars, up to 1,500 c.c.:** L. Banks (Special). **Over 1,500 c.c.:** J. McLaughlan (Austin-Healey).

Novice Award: S. R. Woollett (Volkswagen). **Special Award (for alternative route):** B. R. Waddilove (Volkswagen).

South African Commentary

THERE is a new event to add to the list of South Africa's main motoring competitions. It is the Vaal Gold Cup Rally. Why is it so named? Because the Vaal is the river separating the Transvaal from the Orange Free State, where the rally takes place at the end of November. The Gold Cup? That has been presented by a motor trader of Vereeniging, the home town of the organizing club, the Country Car Club, which, up till now, has never played a major part in the annual motoring proceedings of the Union.

Over 600 miles, the event will indeed be tough, especially on suspension systems, since almost the entire route is on Free State dirt roads. Dates for the rally, the first to be held in the Free State since the war, are 29th-30th November, which means a night-through drive. Interest has been stirred up to a surprising extent amongst the dealers, especially firms distributing Continental cars. Volvo, Simca Vedette, DKW, A55, Berkeley and the Goggomobil sports coupé are already in.

Countess Folchi-Vichi will be driving not the sports Fiat but her 1100 saloon. She has presented a trophy for the best woman driver in the event. The main awards will be for the best club team, best one-make team (this explains the dealers' interest), winners of classes, and best novice. The outright winner gets for keeps a miniature of the gold trophy and £100 cash. Favourites for this honour, as indeed for the one-make award, will be DKW drivers. The following classes have been decided upon by the organizers: up to 850 c.c.; 850 c.c. to 2,000 c.c.; unlimited; sports cars.

FOOTNOTE.—The Orange Free State is a very hot desert-like (in parts) region, a farming area where very few industries are seen.

Mille Miglia Touch for 1958 Protea Trial

COMPETITORS in the 1958 Protea Reliability Trial, to be organized by the Rand Motoring Club, Transvaal, will start from a wooden ramp *à la* Mille Miglia in the centre of Johannesburg on the evening of 26th June next year. Possibly in an attempt to establish their competition as superior to the ambitious new Free State Rally, the organizers of the trial have extended their route not only outside its previous home, the Transvaal, but right down to Durban, on the Natal coast. The rally thus becomes one of the two most important events of this type, the other being the Pretoria-Lourenço Marques Rally. The new Protea Trial, however, should be slightly longer—somewhere round the 1,000 mark, in fact a Mille Miglia—but with a difference: it will be a two-day affair. This third "Protea" will include all types of roads, over which more than 100 cars are expected to pass. A *concours d'élégance* (after all the dust has been wiped off) will be held in Durban.

South Africa is now well on the map so far as rallies and trials are concerned. How about some visitors from overseas?

Snippets

THE Natal Provincial Council want to class motor racing with horse racing for the purposes of entertainment tax. Clubs there are up in arms.

Other reactionary forces, in the form of the Western Cape Road Safety Committee, want stock car racing, which they confuse with hell-driving, banned. Their opinion: "Stock car racing is a brand new invention of the Devil to undermine road safety. It is a reversion to the period of the Vandals and the Huns." Phew!

No doubt the Committee would have a few words to issue on the subject of the latest sport to hit South Africa from France and the U.S.A.—automobile polo, played by a driver and passenger.

A drainage problem may put paid to hopes of building the new track at Brakpan, Transvaal. Meanwhile the Grand Central venue, near Johannesburg, is noticeably "dipping" in parts, especially where springs appear to be pushing through the soil.

Big talking point among South African enthusiasts now is the importation of Aston Martins and Lagondas for the first time since the war. Sixteen DB Mk. IIIs will be on their way soon and will be ranked among the fastest cars in the Union, and that includes "specials". Also coming, as a result of the laxer import restrictions, are some BMW sports jobs.

Death of Rhodesian Driver

MICHAEL STAFFORD, who competed in the latest Grand Central meeting with his Cooper-Climax, was killed when his car overturned in a 100 m.p.h. crash during the Heany Summer Handicap meet near Bulawayo recently. Stafford came from Salisbury.

N. R. WHITEHEAD.

New Zealand Newsletter

TOM CLARK, New Zealand's No. 1 racing driver, returned to his home in Auckland on 14th November after his crash in the New South Wales 100-mile championship at Bathurst, on 6th October.

Clark at present is confined to a wheelchair and has lost five stone in weight. He suffered severe abdominal injuries when he crashed, but although he is still by no means fit, he hopes to be well enough to drive his ex-Peter Whitehead Super Squalo Ferrari in the New Zealand Grand Prix on 11th January.

The Ferrari was only slightly damaged in the crash and is now in first-class condition again.

* * *

THE 750 Monza Ferrari, in which Ken Wharton crashed to his death in the sports car race at the New Zealand Grand Prix meeting last January, is on the road once more and will be seen racing in the 1957-58 season.

Now owned by the Aucklander, Ken Harris, the Ferrari bodywork has been almost completely rebuilt in an exact replica of the original. The work was done by Jack Morrall, of Orewa, from photographs loaned by the Auckland Ferrari agent. Morrall also built the body of the 4½-litre Grand Prix Ferrari raced by Ron Roycroft, one of New Zealand's top drivers. Incidentally, the Monza Ferrari created a record recently. Every car on the road in New Zealand must carry a certificate of fitness. The certificate must be renewed every six months. Testing stations are maintained and run by local authorities right throughout the country. The record established by the Monza Ferrari was that it is the fastest and most powerful car ever to go through the Auckland City Council testing station!

* * *

RON ROYCROFT, of Auckland, will be seen at the wheel of a new car this season. It is a special powered by a Jaguar XK 140 motor. The chassis is one that was designed and built in Christchurch some years ago by Ron Symonds.

Roycroft has favoured Jaguar power units for a number of his cars. Graduating from driving speedway midgets, Roycroft's first road racing car was a blown Austin Seven. He then had a successful season with an XK 120 Jaguar. Later he installed an XK 120 motor in a Type 35 Bugatti and with this car notched up many records in sprint events as well as some racing successes. The next acquisition was the 4½-litre Ferrari. He still runs the Bugatti-Jaguar, but he will race the new special at the opening meeting of the Southland Sports Car Club's new Teretonga Park circuit on 30th November.

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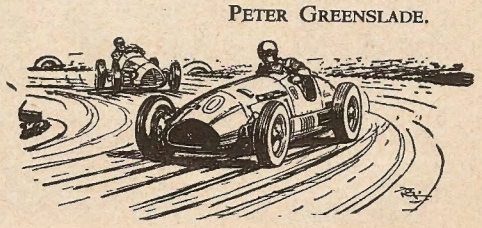
THE young Auckland driver Bruce McLaren has been offered the Formula 1 works Cooper with which Roy Salvadori led the Cooper team last season. He also has been offered the chance of racing as a team with Jack Brabham, the Australian-born Cooper works driver, at Ardmore, in the New Zealand Grand Prix.

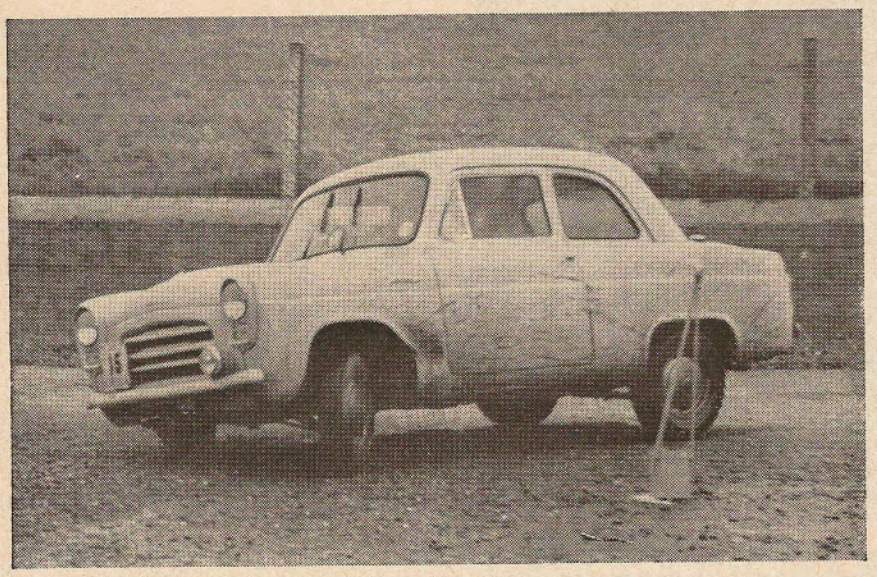
Brabham's car for the New Zealand season will be the one he has been driving in European events—the 1½-litre twin overhead camshaft Climax motor bored out to 2.2 litres. McLaren's car is identical except that the motor is of slightly less than two litres.

McLaren first came into prominence driving a Ford 10-engined special and his father's modified Austin-Healey.

Early this year he bought from Brabham a sports Cooper with a single overhead Climax motor. He has raced it with considerable success, and has prepared it for the season now starting, but it will go on the market if he takes up the offer of the ex-Salvadori car.

PETER GREENSLADE.





HEELING WELL DOWN is R. McElhinney's Ford Anglia as the driver cuts it fine round the pylon.

A Real Drop of Irish

All Finishers Eliminated in Cork 20 Hours Rally

So difficult was the Cork 20 Hours Rally on 16th-17th November, that although 11 cars eventually reached the final control, all were eliminated according to the supplementary regulations. Faced with the situation that they had no official finishers, the committee decided to make the awards on the assumption that all 11 were eligible. A most unsatisfactory ending to an event well organized, even if the organizers were ridiculously optimistic. The most serious aspect is the effect on the Hewison Trophy competition as presumably only starting points can be gained by anybody.

The "peculiar" for this rally, by which competitors may skip checks completely for a penalty and be outside their time limit at up to three controls without elimination, is partly to blame for the position. Most teams attempted to cover the full course and found themselves utterly lost to the extent that they could not catch up within the three controls on time. Another trouble was the attempt by the club to pinpoint gate posts, etc., as checks by grid reference, and it was generally agreed by the navigators that many of these caused loss of time due to inaccuracies. The speeds called for—the slowest during the night was 26.6 m.p.h.—were quite impossible to maintain over much of the rough mountainy going.

The first section of 96 miles was principally over main roads and called only for a visit to one check to equalize the mileages of the Dublin and Cork starters before the supper break at Thurles. The next section was not too difficult and was mainly on secondary roads, but 14 checks and one control had to be visited in 78 miles before Killaloe control was reached at about 12.30 a.m. Trouble was encountered by most of the field shortly after leaving Thurles, when a road, not on the map but within a couple of hundred yards of the correct one, led them astray. The balance of the night work which ended in Cork for breakfast, comprised a 197-mile route taking in 33 checks and seven controls and was mostly over rough, muddy, bohereens and mountainy tracks. A final instruction which mentioned that any gates opened must be closed again was rightly taken as an indication that the route would traverse some remote gated lanes. But all gates opened were not the right ones. Cecil Vard came on Graham contemplating one gate and both navigators agreed that it was correct, so duly opened it and both cars briskly entered a field and sank up to the hubs in mud. Vard's VW was extricated after some time but Graham's Morris Minor stuck firmly and he was left to find a friendly farmer with a tractor.

At the breakfast break 11 failed to check in, having retired in various sections during the night, and of the remainder, only Billy Lacy (VW) was still an official runner, with a loss of 9,600 marks. The regulations permitted the others to continue for the fun of it, and they all did so. Lacy, however, retired in the next section when he found he had lost most of his oil and a rocker-box cover. Ignoring eliminations, the leaders at breakfast were: Deale (2,730), Kevin Sherry (2,980) and Paddy Hopkirk (3,270), all driving Volkswagens.

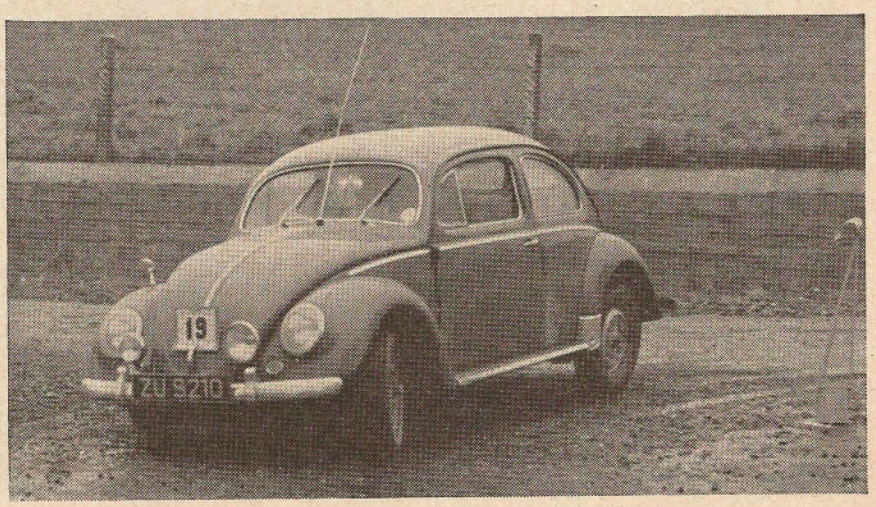
The final section of 127 miles, mainly in East Cork, were tricky enough and only Deale and Hopkirk had clean sheets. With its full quota of checks and controls, this section also carries the five tests. Vard, Hopkirk and Sherry monopolized the tests, Vard and Sherry each gaining two firsts, two seconds and a third and Hopkirk had a win, a second and two thirds.

The only other driver to reach the first three was T. Burke (DKW) who had two third places. The eventual "winner" of the rally was P. D. Deale, an up-and-coming Dublin driver whose first competition was the 1956 Cork "20".

BARRY MASON.

Results

Conway Cup (Premier Award): P. D. Deale (VW); **Dunlop Cup (Navigator):** D. Wheeler; 2, K. Sherry (VW); 3, P. B. Hopkirk (VW); 4, J. C. Millard (Austin A35); 5, T. Burke (DKW); 6, C. Vard (VW).



THE "WINNER" who didn't "finish": P. D. Deale, who, although eliminated, was announced as winner, rounds a pylon during a driving test.

KENTISH BORDER C.C. SPORTING TRIAL

THE Kentish Border C.C. held its 15th Annual Sporting Trial on Sunday, 24th November, at Vintners Park, Maidstone. The use of the land at Vintners Park was by kind permission of Mr. P. A. Barden.

The event, open to the members of seven motor clubs and contestants for the R.A.C. Championship, attracted a total entry of 30 with four non-starters.

The course comprised 13 wooded hillside sections and a special test during the luncheon break, results of the special test to count only to decide ties.

Results

Best Performance: R. Kemp. **Second Best Performance:** P. A. Barden. **Third Best Performance:** R. F. Chappell.

Best Performance by a member of the promoting club (who has not won an award in a previous November Sporting Trial): K. Dadwell.

First Class Awards: D. Bailey and M. Lawson. **Second Class Awards:** B. H. Dees and G. R. B. Clarke.

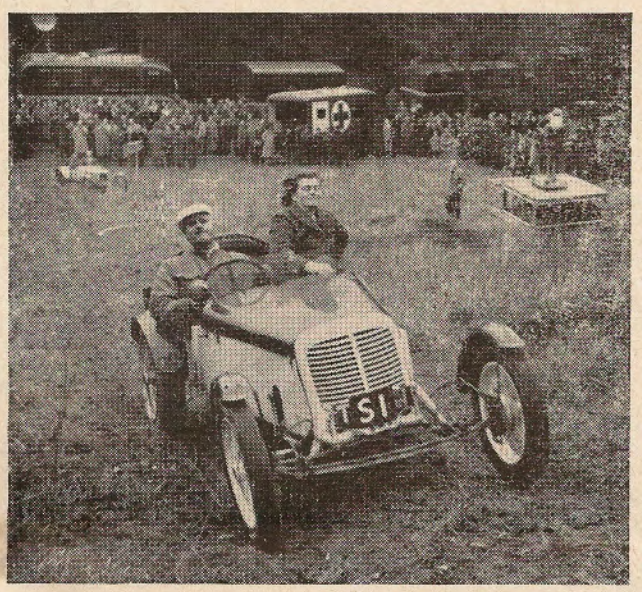
Team Award: P. A. Barden, R. F. Chappell and B. H. Dees.



OPEN AIR television studio takes the place of Buckinghamshire woods. Competitors lining up are (left to right) Reg Phillips, Pat Atkinson, R. Kemp and Mike Lawson.

TRIAL ON THE "TELLY"

Midlands Team Wins B.B.C. TV Trophy Trial—
R. Kemp Gains Best Individual Performance Award



ANGUISH on the faces of Geoff Newman and his wife as the car lands—with a bump after a bump, as you might say. In the background can be seen TV cameras and some of the B.B.C. trucks.

A FINE crowd and fine weather both seemed to be laid on as part of the Maison Imhof arrangements for the London Motor Club's B.B.C. Television Trophy trial, held on Saturday at Aston Hill—a venue famous for a car of a very different type—near Wendover, Buckinghamshire.

An "audience" estimated at several hundred gumbooted folk turned out to supplement the usual crowd at this event—surely that with the largest number of spectators in the winter motor sporting calendar: the "armchair audience" who watch the "telly" is reckoned to be seven or eight million!

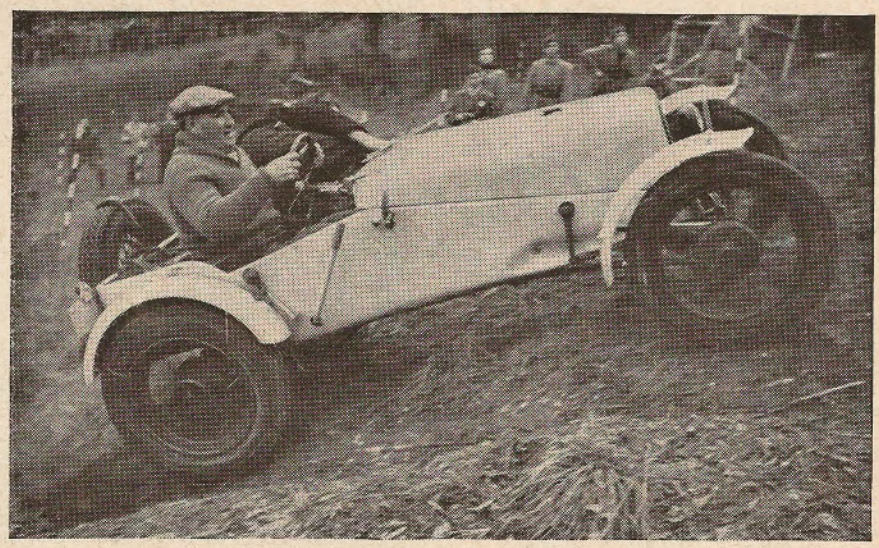
In spite of the usual difficulties attendant upon organizing an event with television coverage, Goff Imhof, as clerk of the course, had, as usual, found a series of hills which, if lacking slightly in variety, certainly made up for it in fun. All seven of the sections were clearly delineated, all were within an area of nicely compact dimensions and, from a "live spectator" standpoint, everything could be seen without moving from your own particular mudpatch.

Nine cars faced the countryside's terrors; three representing each of teams from the South, Midlands and the North. During the "dummy runs" that took place before lunch, no one—repeat no one—reached a point anywhere near the "10 board" on any of the hills.

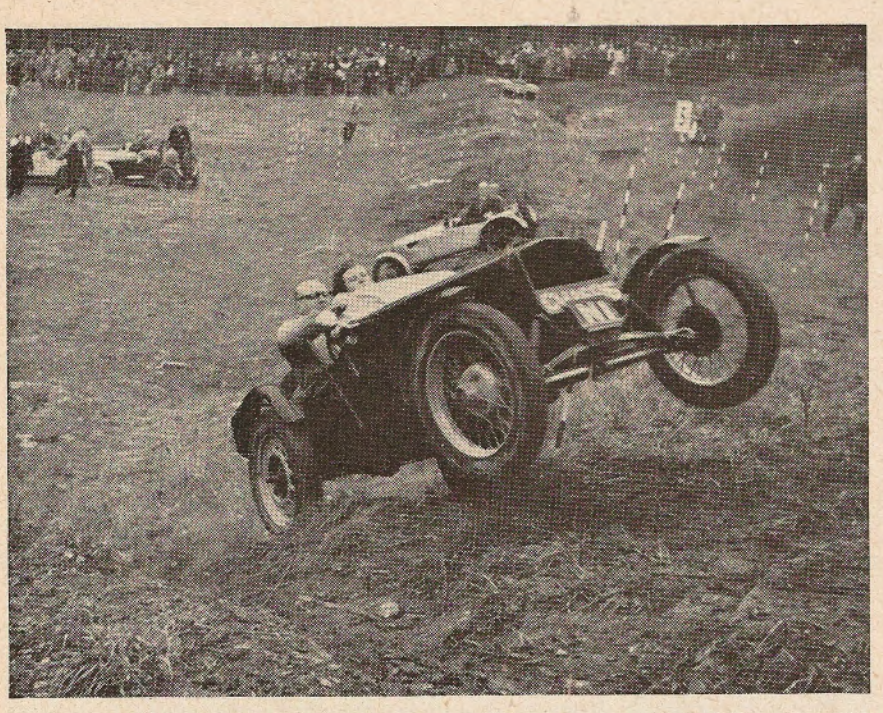
First to face the entrants, as they lined up after TV introductions by Raymond Baxter, was a fairly straightforward climb involving a short canter across a field, up a bank of the order of 1 in 2, down into a ditch, out of the ditch and on up a long, steep climb through the trees. The first two climbs seemed to indicate a repeat of the morning's lack of success, for Reg Phillips, for the North, and Pat Atkinson, for the Midlands, made "five" but got no farther. Then things took a different turn: Geoff Newman took his suspension in both hands, sailed into the air over the bump and tore up to the top. In the case of the "second string" brigade, all three team representatives found their way to the top, Mike Lawson showing them the way for the South followed by R. Kemp (Midlands) and finally by Norman Coates in an interesting red device which boasts independent front suspension.

E. J. Chandler, in the seventh of the line of Chandler Specials, and Tony Marsh, passengered by Miss Eunice Griffin who drives so well in Tony's F2 Cooper, both made clean climbs for their respective teams, but Stan Jenkins was less lucky and only reached the half-way mark.

Over then to the second hill—and brother, what a hill! Straightforward in appearance, it wasn't until I tried to walk up beside it that I fully realized that this was a hill—but a hill, my dears. Using an extension of the same high, steep bump which had started the ball rolling properly in the first hill, the cars



BEST individual performance was that of R. Kemp, whose passenger nearly leaves the car here!



AIRBORNE! Reg Phillips, of the Northern team, takes off—front wheels well clear of the ground—on the ubiquitous bump.

were then asked to proceed up the side of something which would have given a steeplejack vertigo, or something. From a point just below the five board, virgin, untrodden grass told the sad, sad tale of the hill that couldn't be climbed.

So it seemed, too. Best performance on the monster was by far that of Tony Marsh, who fought his car—with considerable assistance from his passenger—way up past the five board and nearly half-way to the top, but at that point wheelgrip failed and he was left with the satisfaction of knowing that the only tyre marks that far up the hill were his. Five of the remaining competitors failed to make the five board, one losing all semblance of motion on the first bump. Of the remainder, Norman Coates, R. Kemp and Chandler stopped at the five board.

With the team scores standing at 35 for the South and the Midlands, and the North 10 points behind them, the event took time off to give the reserves a chance to enjoy themselves. Both took up passengers who are, perhaps, a little more at home in other fields of the sport, for passenger to Johnny Broadhead was none other than Sheila Van Damm. They made the five board, and the feat was equalled by Capt. Norman Overton, assisted by Wilkie Wilkinson of Ecurie Ecosse. Wilkie, incidentally, presented the prizes—a silver model of a television camera and a tankard.

The third climb took the boys over a bump, into a gully along which they travelled for a few yards, then turned left and over the bump, smartly downstairs through a narrow passage with a sharp right-hand turn, another right-hander, this time climbing again, up and over the bump and up the hill used in the first section. Undisputed *victor ludorum* here was Geoff Newman, the only man to make it all the way, to score another 10 points for the South. Pat Atkinson started the rot by severely injuring a post: most of the markers suffered injury on this run, and those that didn't just fainted away at the thought. Reg Phillips failed on one of the bumps with desperate wheelspin, Mike Lawson got out of the gully with, regrettably, a post lovingly hugging his front suspension. Tony Marsh gave an object lesson in the use of brakes and power in the bends, bringing the tail round beautifully with the throttle for the last right-hander, only to be failed with wheelspin on the last bump.

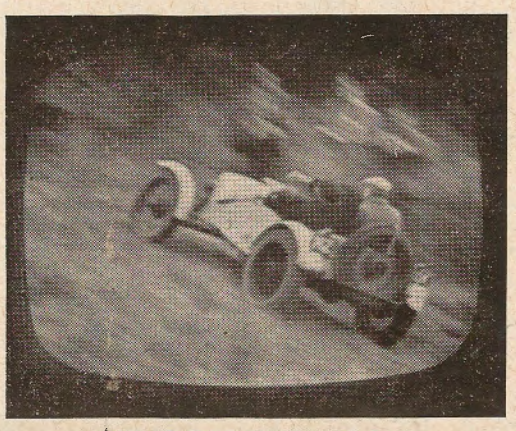
That little lot left the scores the same for the Midlands and the North at 35 and 25 points respectively: the South had gone up to 45 as a result of Newman's sterling work.

The fourth on the agenda involved the canter and bump that were by now standard practice, then over the ditch and up a long, leaf-mould surfaced hill that snaked in and out of the trees.

The first five attempts here were a weary procession of wheelspin and frantic bouncing until Kemp, making the Midland team's second run, made the top to score the full 10 marks. Then came two more "fives" and then Tony Marsh's green projectile hurtled up to become the other of the only two competitors to make the 10 board. However, a consistent series of fives by the Southern team had brought them up again to level pegging with the Midlands at 60 points, with the Northerners 20 in arrears.

The fifth hill was a real snorter. First was the preliminary canter and then up and over the steep bump and immediately into a real sharp left-hander, followed almost immediately by an equally sharp right-hander and then on up a sharp climb over soggy leaves, always assuming, of course, that anyone should get that far. In practice, no one did, although both the 10 and five boards were lowered a matter of six or eight feet before the lads had a go.

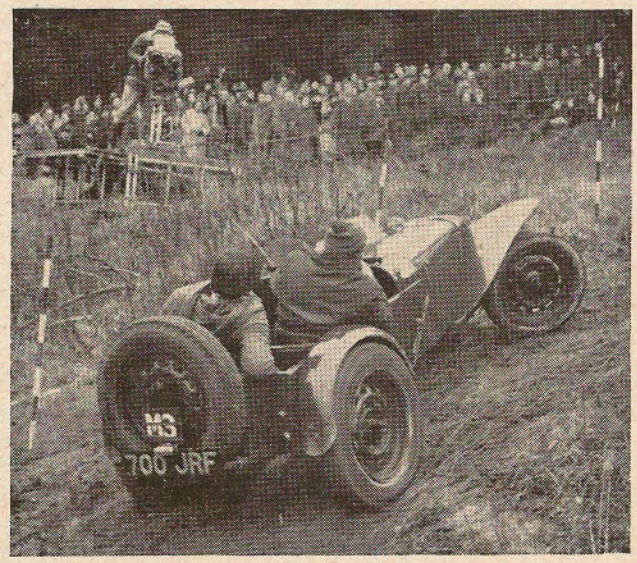
Geoff Newman nearly rolled the tyres off both front and back wheels but could not make five; Pat Atkinson completed the canter, reached the top of the bump—and almost ran down again backwards as his spinning wheels refused to take him any farther. Third man up, Reg Phillips, made five, and so did his successor, Mike Lawson. Kemp made one of the best climbs, reaching and



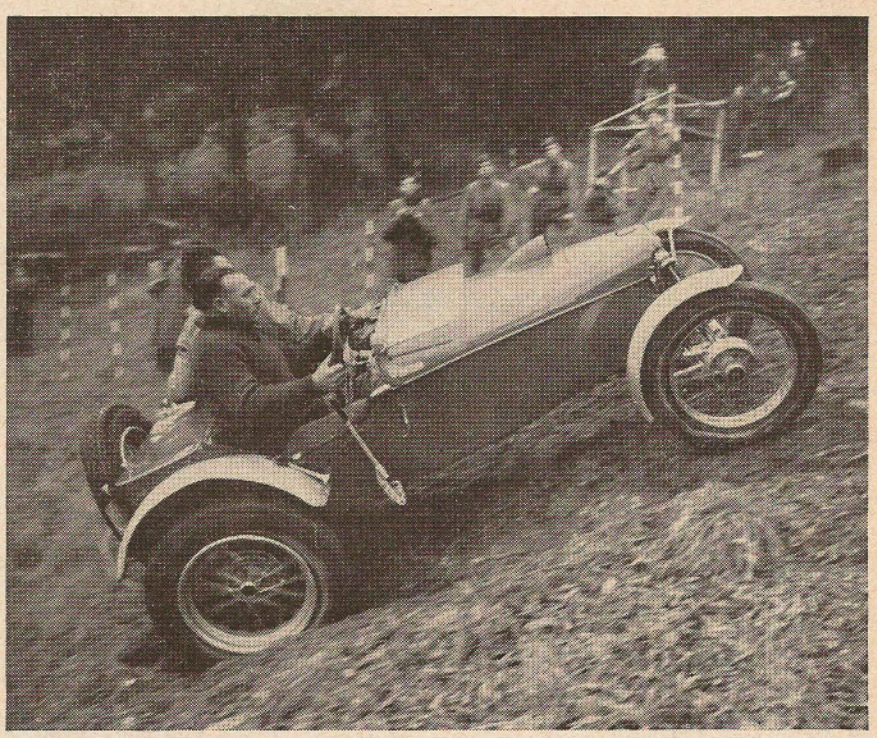
WHAT THE VIEWERS SAW!

★

TIGHT right-hander for Tony Marsh. A television camera follows the three-in-one expert — hill-climber, F2 driver and triallist — over one of the sections. When is he going in for rallying?



★



INDEPENDENT front suspension for Norman ("Fur") Coates's special—the only car running without a leaf spring at the front.

passing the five board, but "10" was well out of reach. Chandler's car soared so far into the air after the bump that he nearly fell over backwards but even his flat-out tactics only scored him five points. Tony Marsh got as far as anyone, but stopped at five in a great cloud of steam and returned to the "paddock" where men with large spanners fell on the engine of his car to replace the blown gasket.

Sixth on the list was the canter, the bump, a sharp right-hander leading into a ditch and then a left-hander on adverse camber leading them into and up—it was hoped—the preceding hill. Most competitors here made five. Lawson and Chandler reached the highest point, but the 10 board eluded them. Kemp and "Fur" Coates also made desperate attempts, but both caught serious attacks of the dreaded wheelspin germ when just short of the unreachable "10". Tony Marsh's car was still "headless" and couldn't attempt the climb. State of the poll after this effort left the South five points in the lead, with the Midlands at 80 and the North 60.

Last climb of the day took the competitors over the bump, along the ditch and to the right and on up. Atkinson was foiled by the right-hander out of the ditch, while Phillips was a disappointed man after a most spirited charge left him motionless—just short of the 10 board. Mike Lawson was another who really had a go but was beaten with only a couple of feet to go. Kemp, however, made the 10 board as did Tony Marsh, back again and once more on form.

Upshot of all this was a tie between the South and the Midands with 100 points apiece; the Northern total was 75.

A drive-off was therefore arranged and the contestants were Geoff Newman for the South and our friend Mr. Kemp for the Midlands: the battle was to be decided by the farthest up the hitherto unclimbable second hill. Newman went first and went up a long way past Marsh's highest point during the actual run. But Kemp shook the woods with a roaring, snorting climb which sent him all the way—repeat all the way—up the unclimbable hill—as much on momentum as anything else, it seemed.

And that was the fadeout: Wilkie presented the Television Trophy to the Midlands and the award for the best individual performance to—guess who? Old uncle Ron Kemp himself!

A splendid hour's sport—yes, it was all over in the hour—and here's to next year!

MARTYN WATKINS.

Results

Television Challenge Trophy for best team performance: Midlands, 100 marks, tie decided by drive-off (**Team:** P. A. Atkinson, R. Kemp and A. E. Marsh).

Runner-up: South, 100 marks (G. J. Newman, M. H. Lawson and E. J. Chandler). **Third:** North, 75 marks (R. W. Phillips, N. Coates and S. Jenkins).

Best Individual Performance: R. Kemp.

SOCIABLE SCOTTISH ANNIVERSARY

EACH year the Scottish Sporting Car Club stage an event in celebration of the club's formation. We have been on a number of these Anniversary Runs in our time, but the event organized on 9th November struck us as being among the most enjoyable ever. It was a good event for three reasons. The road sections were clever without being overly crafty. There were 74 starters and throughout the event there was a deal of friendliness that made competition good fun. The organization was first class and from the marshalling to the production of the results, everything went with a swing. Lest it be thought that the event might be considered as being too simple we would point out that there were only 11 competitors who did not lose marks on the road sections and although there were a number of experts among the entry it was notable that the awards were evenly distributed among them and the ordinary enthusiasts.

There were seven road sections in all, the total area covered was not large, the roads used were all well surfaced but, in the first section, we had Jim Broadbent (Riley) losing as many as 370 marks within half an hour, in a 22-minute section J. A. Myers (Riley) was astray for an equivalent length of time and, in a 20-minute section, E. S. Potter (Hillman) crowned a most unhappy day by losing 450 marks. But the remarkable thing about it was the fact even those competitors who had lost a lot of marks considered they had taken part in a jolly good sporting occasion and grumbles were few and far between. If your navigator was slow off his mark some of the sections could prove a little tight, but the roads used were all quiet and well surfaced so that time could be made up without danger to other competitors or to the general public. If navigators were on the beam smartly the sections could be completed as allowed for and a kindly weather clerk had allotted a fine day for the event as a bonus to add to enjoyment.

Included in the event were two interesting driving tests, set in the grounds of Trearne House, near Beith. Best time in a forward and reverse on greasy roads was made by Duncan Paterson (M.G.A), who really knows how to use his hand brake. Herbert Meikle, in his beautifully prepared Jaguar, was next, and Ronnie Dalglish (TR3) not far behind. The second test was also a forward and reverse but it included some delicate placing in a craftily sited garage. This was done rapidly and neatly by Dalglish in 18.8 secs. and how good he was can be judged by the next best time which was the 20.8 secs. of Ken Sturrock (Morgan). Harry Taylor, in his old faithful M.G., was deft in 21 secs. and Harry Ballantine handled his Ford with precision in 21.2 secs.

Good road sections, interesting driving tests, reasonably rapid production of results and the traditional display of fireworks all added up to an event which will be remembered with satisfaction by organizers and competitors alike.

"AENEAS".

VETERAN CAR CLUB MOVES

ON Friday, 6th December, the headquarters of the Veteran Car Club will be moved from its present address to 14 Fitzhardinge Street, Portman Square, London, W.1. Telephone number of the new office is Welbeck 1661. The club has two rooms on the left as you go in on the ground floor.

Members are asked to defer their visits—unless the business is urgent—until after 16th December to give things a chance to settle down. The library is being re-arranged, too.



Your engine's best friend

stands up to the bitterest winter conditions

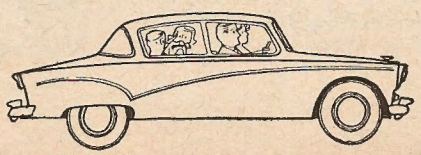
Winter weather can prove tough going for your engine. Starting is difficult. Engine wear is increased. And your battery is drained of life. Fill up your sump with Shell X-100 Motor Oil Multigrade and notice the difference.

Starting from low winter temperature, Shell X-100 Multigrade flows freely from the word go. But when it reaches engine operating temperature it acts just like a heavier grade oil. This special property means your engine—even in the bitterest winter weather—gets first-class protection from start to finish.

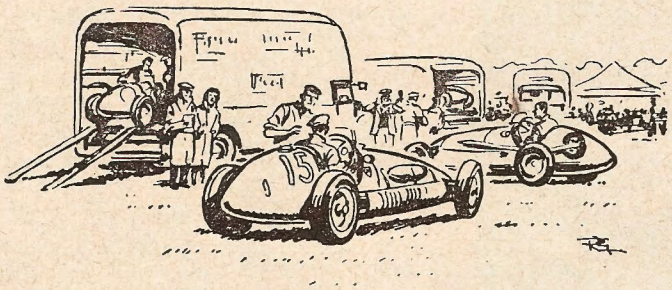
The result is easier starting, faster warming-up, longer battery life and a useful saving on petrol. Ask for Shell X-100 Multigrade at your Shell station next time you fill up. *Available in 10W/30 and 20W/40.*

And to round off the job ask your dealer for the Shellubrication Service to take care of the rest of your car.

YOU CAN BE SURE OF SHELL



CORRESPONDENCE



The "Autosport" Championship

I AM very pleased to see that AUTOSPORT is to include a special class for "super sports cars" in the 1958 Championship Series. This step at last alters the unfair position whereby certain sports-racers such as Lotus, C-type Jaguar and A.C.-Bristol were admitted under the guise of being "production" cars. Once again true production cars which are produced generally in reasonable numbers, primarily for road use and having fairly stock power units will be able to compete on even terms.

I expect that some will say, "Why have a Super Sports Class at all?" One answer is that it will do a great deal towards bringing back truly amateur racing and will allow the owner of a sports-racing car to race his own machine without having to worry about "works" entries and certain excellent private teams which he has little chance of beating for obvious reasons.

In view of this, I think that very great care should be taken when entries are accepted. They should all be in the name of the individual person. I note that proof of ownership is required and for this the car's log book should be always available for inspection and should carry the name of that private individual and not that of some garage or firm. There should be some interesting racing in 1958.

MAX TRIMBLE.

WALSALL, STAFFS.

Unsolicited Testimonial

WITH reference to John Bolster's remark, in his account of the Brighton Run, regarding the very satisfactory running of my Arnold Motor Carriage when most other cars with belt transmission were suffering badly from slipping belts, I think it may be of considerable interest to other drivers that our immunity from this trouble in such appalling weather conditions was entirely due to the fact that we were using "Miraclo" belts, made by the Stephens Belting Co. of Birmingham.

In the 1955 Brighton I was considerably delayed by belt trouble (breakages) and this was highlighted in the daily press. In consequence, Stephens Belting Co. sent me a sample of their belting and suggested that I tried it. I liked the "feel" of the material and agreed to do so. The firm went to a great deal of trouble to provide the best solution for the job and recommended belts which were much narrower than those I had hitherto used. The 1956 Brighton was a revelation as the transmission was revolutionized. The drive was absolutely positive—to the extent that when climbing hills the engine was stalled if one did not get into neutral before the car came to rest—and we were completely free from all the troubles which I had thought were inseparable from belt drive. In addition, that positive drive added greatly to one's peace of mind in descending hills and using the engine as a brake. Came this year's "Brighton" with the transmission awash and spray all over the belts, but to my astonishment the drive remained as positive as ever. We had not the slightest trace of belt slip or any other belt trouble the whole way.

We were not free from trouble on this year's run, the ignition system having a great dislike for submarine conditions, but our worst *panne* was the misbehaviour of a front wheel hub, which necessitated dismantling and reassembling the two "cup and cone" ball races during an absolute cloudburst. This occasioned a very long delay and it was due only to our freedom from belt slip that we were able to make up enough time to reach the finish with half an hour in hand. Slipping belts would have put us right out.

I have no interest in the Stephens Belting Co. other than gratitude for a fine product. They are a delightful firm to deal with and seem to specialize in solving difficult belt-drive problems in the industrial field. Their slogan is "The best belt for the worst drive". After the transformation they have made on the Arnold I regard this as a masterpiece of understatement.

EDWARD DE W. S. COLVER.

STUBBINGTON, HANTS.

The Editor is not bound to be in agreement with opinions expressed by readers.

First-hand Reporting

I WAS very pleased to read in the current issue of AUTOSPORT that most interesting article by Peter Collins on his and others' experiences at Caracas. I feel that you would be wise to include this kind of article more frequently in your magazine, for this is an angle which even the best motoring journalists cannot hope to cover, and to the true enthusiast it is as interesting, if not more, than a lap-by-lap account by a journalist.

Well done, AUTOSPORT.

"W. P. NOTGNINEB."

LONDON, N.W.11.

Marshalling Matters

SOME little time ago, *à propos* the formation of an organization whose name I won't mention, you published part of a letter from Ken Ross of the O.U.M.D.C. about his club's marshalling service.

As a consequence of this leter, I got in touch with Ken Ross and asked him to supply some marshals for our "2nd Special Series Night Rally". This event was held last week-end, the Oxford marshals turned up as requested, and I am writing now to say that the service provided by the O.U.M.D.C. is to be commended to all event organizers: it provides marshals who are intelligent, efficient and highly enthusiastic.

Other motor clubs will do themselves, and the Oxford boys, a service by calling on them.

J. SEYMOUR WALKER,
Clerk of Course, Second S.S. Night Rally.

TEDDINGTON.

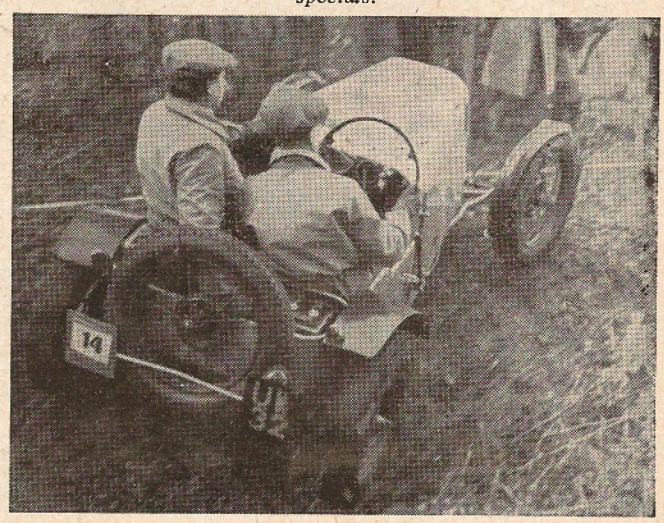
Those Trials Specials

AS the Raw Dealer referred to in Mr. Peter Wilson's letter re trials, I will take the blame for his second accusation and will, in future, attempt to give placings and markings down to the sixth position. That is presupposing the organizers can supply this information in time for press day.

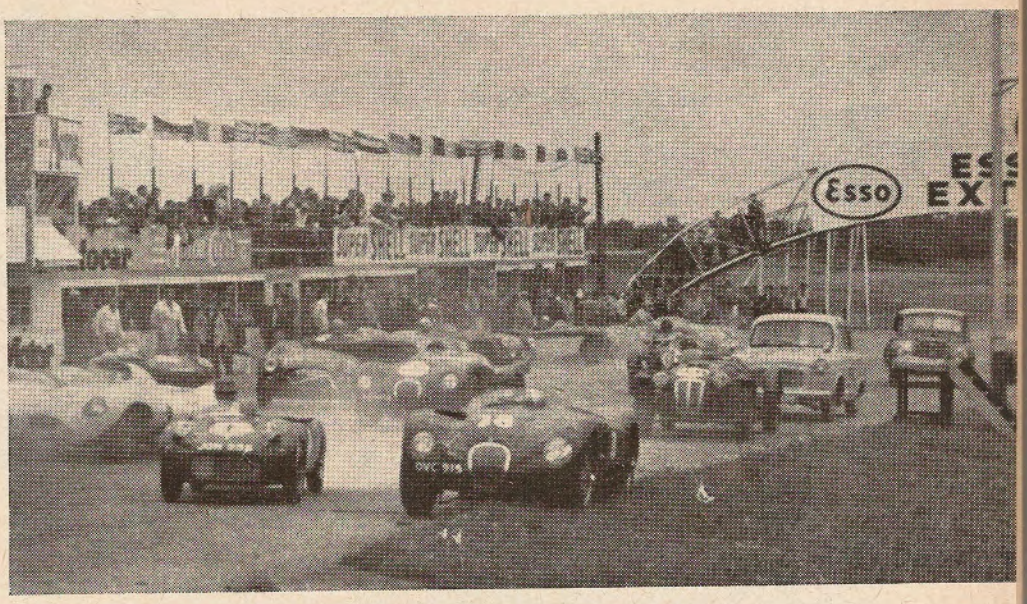
But I am not so sure that I am at fault re names of cars driven. When one reads down the entry list of a recent big northern trial and sees: "F.H.10, Gear Spl., T.M.S.I., Expence, M.H.S., Elfin, T.M.S.2, Griffin, M. & L., Trafford, Pemlow, Half Each, and Squamigerous", well, I am a little lost to see that much useful information can be derived from the above! Still the customer is always right so here goes!—if the blue pencil boys will let me get away with it. . . .

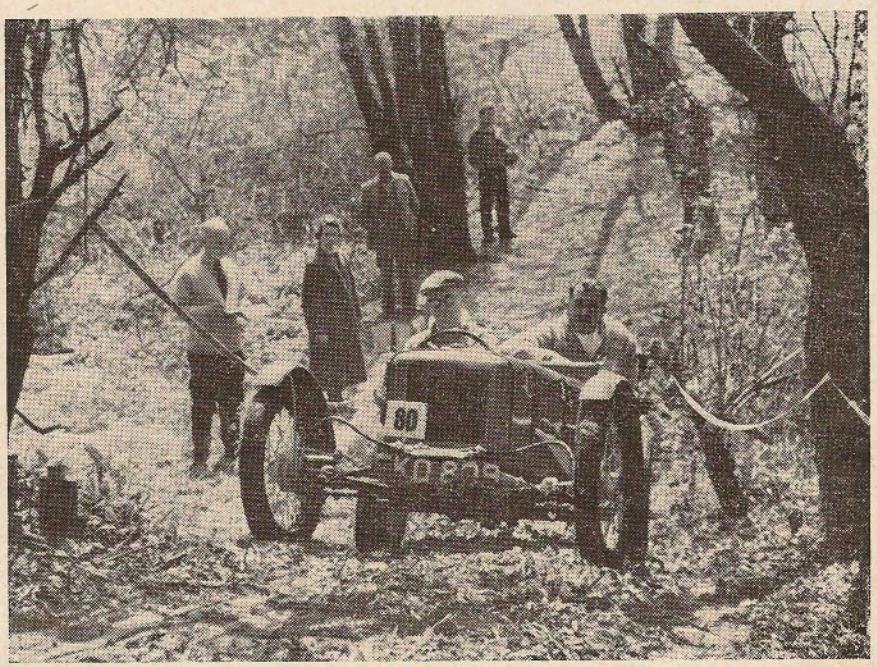
FRANCIS PENN
(*Northern Editor,* AUTOSPORT).

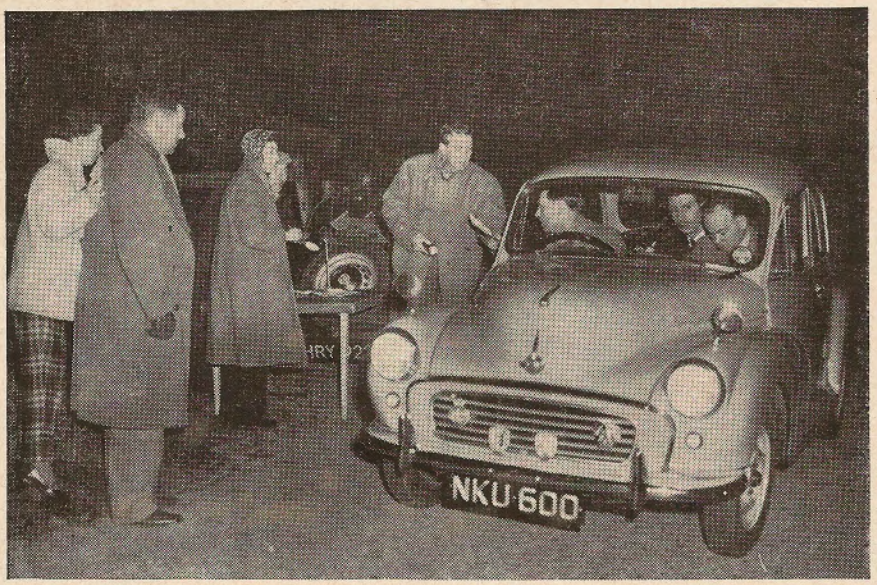
WELL, what make is it? Is it a F.H.10 or a Pemlow? A Squamigerous or a Half Each? Francis Penn doesn't see how useful information can be obtained from identifying trials specials.



What's Your Line?







ONE season is over; another begins. Where *do* racing drivers go in the wintertime? Do they take to the hills in a trials car? Or to the valleys beyond, a-rallying in a small but potent saloon? Certainly they do not go into inactive hibernation when winter comes, and these characteristic pictures, taken during the past year, serve to remind us that wherever he may be and whatever the season, the true enthusiast will always find some kind of a car—and drive it in competition with his fellows.

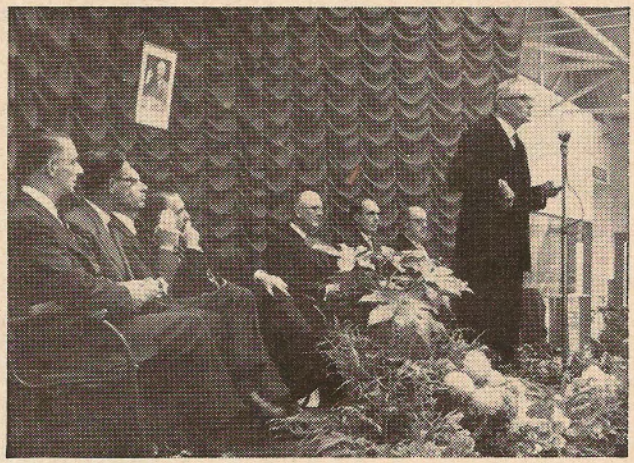
APPLEYARD OF LEEDS OPEN NEW SPECIALIST AUTOMOBILE CENTRE

AT 11.30 a.m. on Tuesday, 19th November, the Lord Mayor of Leeds, Alderman Joseph Hiley, J.P., officially opened the Automobile Centre, Roseville Road, Leeds, 8, in the presence of Sir William Lyons, Chairman and Managing Director of Jaguar Cars, Ltd., and directors and senior officials from the Daimler Co., Ltd., Armstrong Siddeley Motors, Ltd., and Shell-Mex & B.P., Ltd. In addition, speeches at the opening ceremony were made by Frank Limb, Esq., O.B.E., Managing Director of the Appleyard Group of Companies, who welcomed the guests, Ian Appleyard, Esq., B.Sc. (Eng.), on behalf of the Automobile Centre, and for the Car Manufacturers, Sir William Lyons.

★

OPENING ceremony (right) of the new Automobile Centre (below). Speaking is Frank Limb, O.B.E., managing director of Appleyards. Also on the platform are the Lord Mayor of Leeds, Ian Appleyard, Sir William Lyons and J. S. Limb.

★





The Automobile Centre, which is a new development of the Appleyard Group of Companies, has been built to accommodate Specialist Sales and Service facilities for Jaguar, Daimler and Armstrong Siddeley cars. To this end, three separate companies have been formed, *viz.*, Jaguar Distributors (Central Yorkshire), Ltd., Daimler Lanchester Distributors (Yorkshire), Ltd., and the Automobile Centre, which will act as distributors for Armstrong Siddeley cars in East Yorkshire. This development enables the whole of the present North Street showrooms and works departments of Appleyard of Leeds, Ltd., to be devoted 100 per cent. to the sales and service of the British Motor Corporation. The new building has showroom windows to a length of 170 feet.

FRANCIS PENN.

November Nocturne—*continued*

all-independent suspension provides standards of road-holding, braking adhesion and comfort over bad surfaces that no British small saloon can remotely approach. It does suffer, however, from poor draught sealing and an inadequate heater (it was a cold night!) and the control layout seems to me to leave quite a lot to be desired. Still it does stay on the road and must rate very high indeed as a rally car.

Clerk of the Course Gordon Cobban can be congratulated on an excellent and testing route, marshalling and general organization were first-rate and the sealed watch system of timing (provided by Ingersoll) obviated those tiresome arguments at time controls.

STUART SEAGER.

Results

Best Performance: R. Randall/F. A. Freeman (M.G.A). **Best Performance by member of invited club:** J. Sprinzel/W. Cave (DKW). **Best Performance in a touring car:** K. Faire/P. McGrath (Minor 1000). **Best Performance in a G.T. car:** G. W. Best/H. Liddon (TR3).

Touring cars, up to 1,000 c.c.: 1, J. Calton (Minor 1000); 2, N. Porter (Standard 10); 3, D. Robert (Renault Dauphine). **Over 1,000 c.c.:** 1, P. Diggins (Wolseley 1500); 2, M. Allan (Austin A90); 3, T. Pigott (Sunbeam-Talbot). **G.T. cars, up to and over 1,000 c.c.** (classes combined): 1, A. Hudson (M.G.A); 2, P. Fletcher (Alfa Romeo); 3, S. Freeman (M.G.A).

Team Award: Randall, Overall, Freeman.

JAGUAR D.C.

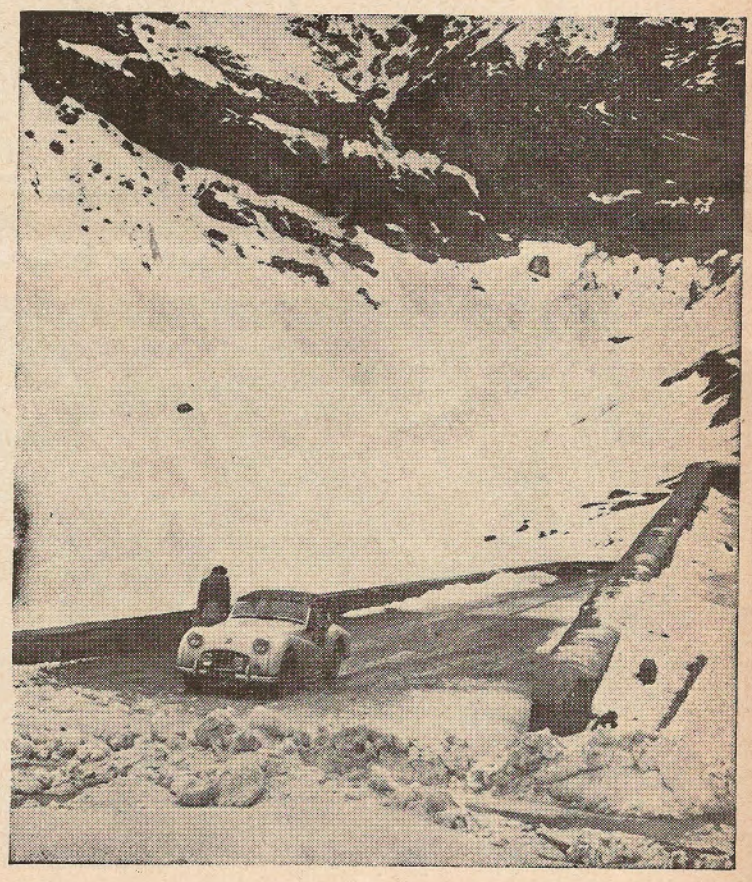
1st Autumn Rally, 2nd November

1, W. D. Bleakley (XK 140); 2, T. C. Gipson (XK 140); 3, A. D. Jenkinson (2.4); 4, W. G. Whyte (XK 120); 5, T. H. Rowe (Mark VII); 6, E. Hodson (2.4).

★

WEATHER conditions for the coming Monte Carlo Rally? No, this was a scene encountered during the summer, when Maurice Gatsonides was making a "recce" for the Alpine Rally, later cancelled. In January, conditions will be very much worse!

★



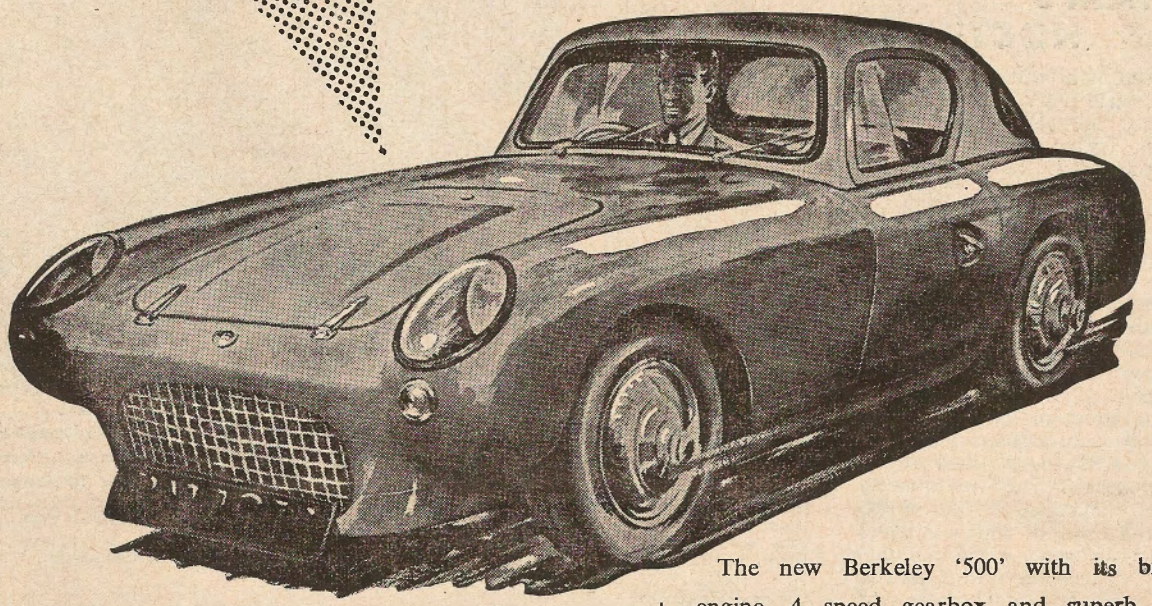
here it is...

the

BERKELEY

with the

BIGGER engine!



- **492 c.c. 3 cylinder engine with 3 carburettors.**
- **4 speed gearbox.**
- **Independent suspension on all wheels.**
- **Bonded plastic fibre glass construction. Wide choice of colours.**

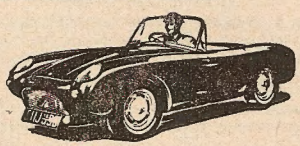
The new Berkeley '500' with its bigger engine, 4 speed gearbox and superb road holding, is capable of sustained high cruising speeds and a top of '80 plus'—all with petrol consumption in the region of 60 m.p.g.

STANDARD OPEN MODEL £381.15.4 (plus £192.4.6 Purchase Tax).

STANDARD COUPE £397.14.7 (plus £200.4.4 Purchase Tax).

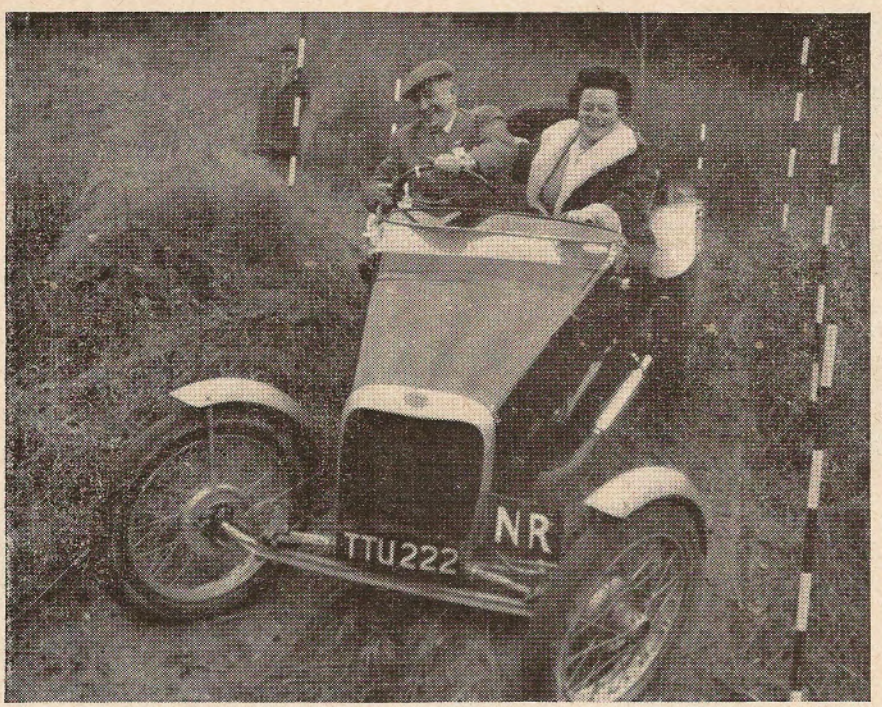
De Luxe versions of both models are available.

328 c.c. Standard Open model **£332.7.6** (plus £167.10.9 Purchase Tax).



The world's lowest priced sports car!

BERKELEY CARS LIMITED BIGGLESWADE BEDS



SOMETHING NEW for Sheila Van Damm was a trip as passenger in Johnny Broadhead's trials car. The pair made a "demonstration" climb in the Television Trophy Trial.

Recent Results

OLD MERCHANT TAYLORS' M.C.

Fifth Annual Firework Rally, 2nd November

Outright Winner: J. M. Stokes (Ford). **Best O.M.T.:** R. F. Sharp (Ford Consul). **Best non-O.M.T.:** T. H. Hesketh (Riley) and P. J. Bance (Ford). **Next Best O.M.T.:** D. R. Gray (Wolseley 4/44) and C. H. Woods (Prefect).

HERTFORDSHIRE M.C.

Fourth Annual Night Navigation Rally, 23rd November

1, Miss V. Domleo/Mrs. P. Mayman (Morgan), 70 marks lost; 2, D. J. Skeffington (Morris Minor), 86 marks lost; 3, J. J. Bott/J. R. W. Thomas (Riley), 92 marks lost. **Novices' Award:** J. J. Austin (Ford). **Team Prize:** Domleo/Mayman, J. Caswell/J. T. W. Amos (Austin), Bott/Thomas.

EAST SURREY M.C.

Woodcote Rally, 23rd/24th November

1, H. E. J. Skinner/J. Hetherington (Ford Zodiac); 2, J. A. T. Ball/W. A. B. Vallis (A30); 3, A. D. Kent/A. Thornally (Morris). **Novices' Award:** P. G. Stockbridge/C. Fleet (Austin 10). **Navigators' Award:** C. Fleet.

BRISTOL A.C.M.C.

Cross Trophy Rally, 9th/10th November

1, E. P. Harris (Anglia); 2, D. C. Tappin (VW); 3, W. G. Best (TR3). **Team Award:** Collis, Tappin, Talbot.

NEEDHAM'S NOCTURNE

A CLEAR cold night without any moon was an ideal background for the Herts County Automobile and Aero Club's eighth annual nocturne held on 23rd/24th November. Set in the Chiltern Hills, the concentrated night trial which is the nocturne caused even the top flight of night triallists to lose plenty of time. Nevertheless, the combination of Les Needham and Peter Jones was too much for the opposition, and this successful pair won their second nocturne in succession.

Six time controls and six bonus points in 85 miles of winding Chiltern lanes and five hours to do it in—all good clean fun, if you discount falling in and out of ditches and charging round woods looking for marshals. The finest example of the art of pedestrian navigation was given by the competitor who was heard puffing up a track into a wood, counting as he puffed; he stopped, turned smartly left, paced out a few more yards and fell flat on his face over the marshal!

By 1 a.m., all the runners had arrived back at the Brimpton Grange Hotel, near Oxford, and quite a merry party got going in front of a large open fire in the fine old barn there. Results were forthcoming 20 minutes later and with no retirements, and as far as could be seen, no bent motor cars, everyone went home well pleased with their nocturnal prowl.

Provisional Results

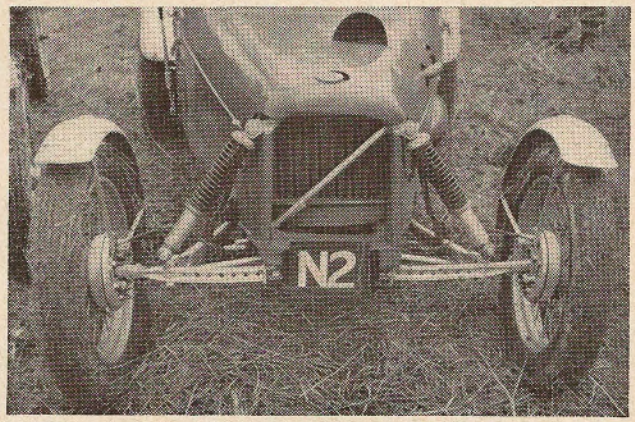
Harter Challenge Trophy: L. N. Needham (Ford). **Navigator's Award:** P. B. Jones.

First Class Awards: J. M. Stokes (Ford); E. J. Buxton (Ford); M. Dyball (Fiat); A. K. Hirst (Standard).

Second Class Awards: H. L. Moscardi (Morgan); P. G. R. Bushby (Austin); M. B. Bosher (Ford).

PICTURE full of promise is this one taken by 14-year-old enthusiast Michael Maule. The 500s were "shot" at Crystal Palace.

ORIGINALITY is seen in this close-up of the front suspension of Norman Coates's trials car, N.H.C. I. The only competing car in the Television Trophy trial to lack a leaf spring and solid front axle, the system seems to work very nicely, thank you!



BRISTOL M.C. and L.C.C.

Roy Fedden Trophy Trial, 16th November

Premier Award: E. J. Chandler (Chandler). **Runner-up:** R. Kemp (Cannon IX). **The Daphne Trophy:** R. Chappell (S.C.S.). **First Class Awards:** A. E. Marsh (T.M.S.I); E. Harrison (Cannon V); G. J. Newman (Cannon). **Second Class Awards:** F. T. Lewis (Squamigerous), R. W. Faulkner (Paul Spl.), A. W. Lilley. **Team Award:** R. Kemp, N. H. Tyler, E. J. Chandler.

LAND ROVER O.C.

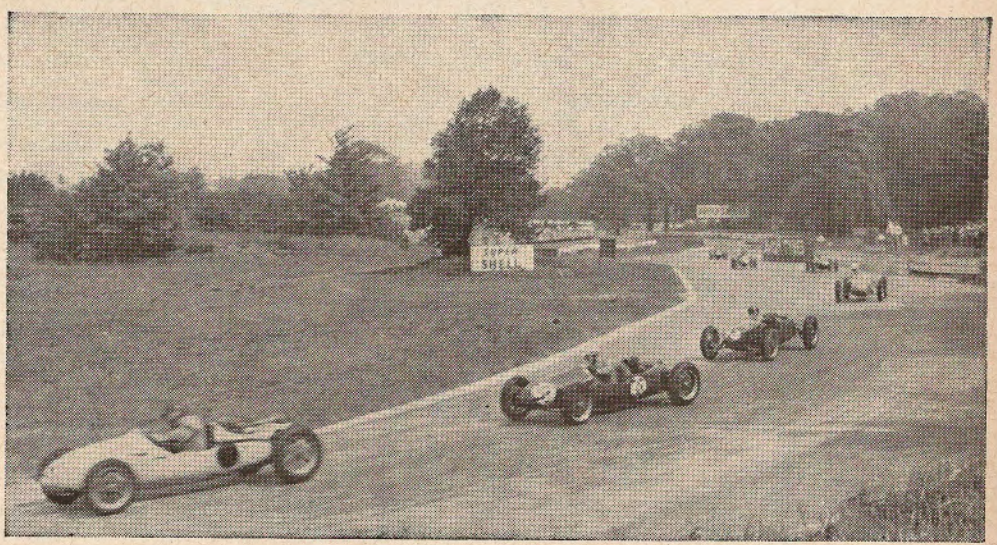
Point-to-Point, 23rd-24th November

Best Individual Performance: E. J. Hatchett.

Best Individual Performance By Private Entry: R. A. F. Hibberd.

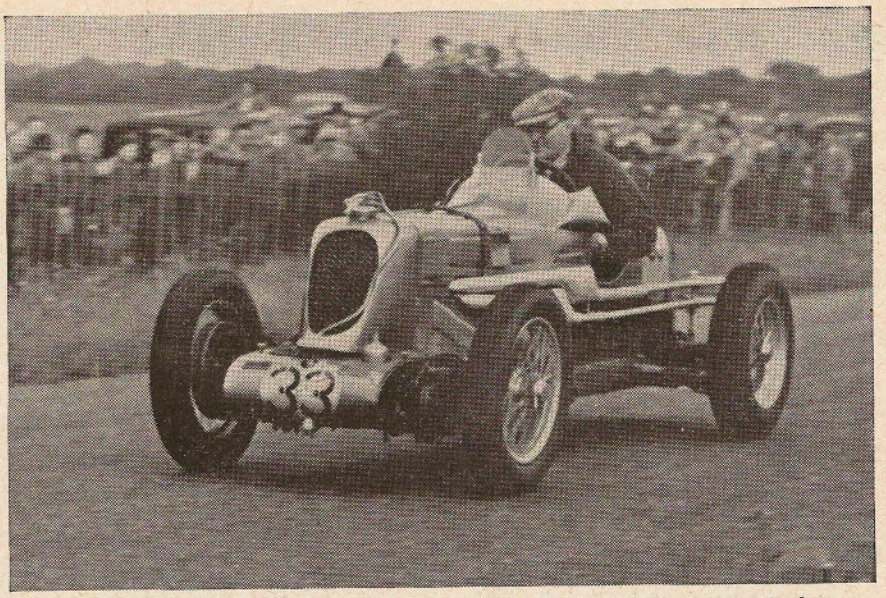
Visitors' Award: Team from Holland.

Services' Award: Army M.P. School, Borden (Major McCloud, C.S.M. Lawton, Sgt. Hart).



PENN PORTRAITS OF NORTHERN SPORTING PERSONALITIES

No. 38—JIM LAFONE



"Q SHIP". Jim Lafone is seen here in his ex-Denis Evans Q-type single-seater M.G. In this car he gained many successes in all parts of the country.

IN 1934, Jim Lafone, after some six years "big time" motor-cycle racing, bought it with a bad crash in the North-West 200, which resulted in a fractured back. This injury left him, after long hospitalization, with a permanent displacement of the spinal cord necessitating restriction of movement to a wheel chair. However, so great was his courage, grit and determination to get back to the sport he loved that in 1936 he was driving an Ulster Austin 7 equipped with two gearboxes in line, giving nine forward speeds. This was modified so that all controls were by hand, *i.e.*, the clutch was worked by Bowden cable from the gear lever, a large outside handbrake operated on all four wheels and a spring loaded hand throttle was sited under the steering column. With this car Jim entered all the local trials and some of the major ones. Racing was still however the chief love, and the Austin not being fast enough, the next step was an Aston Martin 2/4-seater. This was modded and raced with some success at the M.C.C. Brooklands High Speed Trials. Next it was completely altered to Ulster specification, which included a two-seater body, and was raced at Redcar, Southport and Brighton.

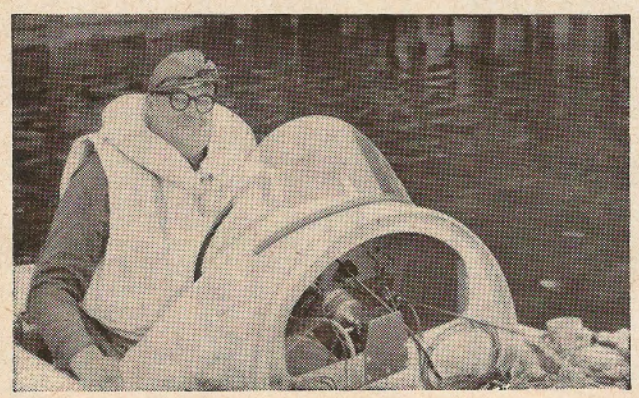
After the war, in which Jim Lafone was an officer in the Home Guard, the Aston Martin was disposed of, and the ex Denis Evans "Q" type, single-seater M.G. purchased. This was again modified to hand controls and a preselector gearbox fitted. The combination of Jim Lafone and the M.G. became loved and honoured during the years 1946 to 1951, for they took class wins at every Northern Sports Meeting and ventured as far afield as Weston-super-Mare, Brighton and St. Andrews. Jim tried hill-climbs but found that the effort required on tight corners, which included changing gear, braking, steering and the use of throttle, with hands only, put him at a definite disadvantage to other competitors so he decided to stick to sprints at which he excelled.

On many occasions during those years, it has been the writer's privilege to receive a cheery hail of well-being from the interior of an elderly Ford V8 coupé or an Allard which was the tow wagon for the équipe! After the advent of the Cooper, Jim Lafone, realizing the "Q" type's limitations, retired and, living on the lake edge of Windermere, took up motor boat racing. He now has a 16-foot Canadian Thompson hull powered by a Robin Jackson stroked Mercury, which clocks, in our language, over 75 m.p.h. Typical of Jim Lafone, on his first trial run in "Time Flies" (having never been in anything on water faster than a rowing boat), he just opened it out to see what happened, liked it, and now intends to go for records. Unfortunately, the day AUTOSPORT went to Windermere, the lake disgraced itself, otherwise with this article there would have been a picture of a demonstration run! Next time, maybe.

Born in 1913, Jim is unmarried. Insurance is his business and his hobbies are hound trailing (he keeps the local pack) and lake fishing. His favourite circuit was Brooklands and his favourite transport is a drop-head Jaguar. He has been for the past 11 years president of the Westmorland Motor Club and was instrumental for the Barbon Hill-climb. His suggestion for the improvement of our sport is to "Keep red tape connected with motor racing to a minimum" and his own ambition is to take an international motor boat record.

The incident questions brought the following: Funniest—once when trying out the "Q" type on local roads, he was stopped whilst making an adjustment and was approached by the oldest inhabitant who said, "I can't see that that car is much b—— good, it's got no lamps and no room to carry anybody, hee, hee, what are you going to use it for, a taxi?" Most disappointing—bending a valve in the Aston Martin just before an M.C.C. Brooklands High Speed Trial, after it had been lapping at 93/4 in practice.

FRANCIS PENN.



★

STILL RACING but now on water instead of tarmac, Jim is seen here in the cockpit of his 16 ft. racing boat on Lake Windermere.

★

SOUTHSEA M.C. HAS AN H.Q. AT LAST

FORMED in 1931 and now having 250 members, the Southsea M.C. has been without a headquarters until this year. However, this unenviable position has been remedied, for last week new premises at Portsbridge, Portsmouth, were opened by Pompey's Deputy Lord Mayor. The building was derelict, but has been completely renovated and refitted to include club amenities—oh, and a bar. It all sounds well worth waiting for.

BOLTON WINNER WINS A CAR

FIRST prize offered in the Bolton-le-Moors C.C. Bolton rally is—a motor car. No, you're not dreaming: the main award really is a new Austin A35 and also in the awards list are a set of four new tyres, a portable radio, an electric wash boiler, three £10 cash prizes, oh, and yes, a few of those old-fashioned cups and things!

Works entries will not be accepted, nor will entries from anyone who has been a member of a crew winning outright two or more national rallies from 1953-57 inclusive!

The list of invited clubs is not available, but regs. will be available from 1st December—although application must be made on a proper form. Entries close on 27th January and the date of the "do" is 22nd-23rd February. It might almost be worth joining an eligible club, don't you think?

Club News

By MARTYN WATKINS

THE season of annual general meetings and so forth is upon us. Dinners, too, are in the air, and hundreds of bods are beginning to look ruefully at bank statements and wondering what the deuce they are going to use for money when it comes to buying Christmas presents. Talking of dinners, I read this week of an Irish event that "ended in cork for breakfast"—or was it Cork?

Still, the social side of motor clubbery is bound up with clubbery itself. Everyone who is a member of a motor club must surely agree that he has had a great deal more fun and assistance since he joined than he managed before: for that matter that applies to the lady members too—thinking back, perhaps there's a tie-up there somewhere. . . .

When you think of it, though, it is a trifle astonishing how reluctant some folk are to become members of anything that smacks of clubism. Take specials builders, for example. Some time ago the Special Builders C.C. decided to form a southern area branch and duly circulated over 300 known specials builders in Surrey, South London, East Hampshire, West Kent and parts of Sussex, and a similar invitation was sent to all local club members. Now, I should have thought that of all people, specials builders could benefit more from becoming members of a club—particularly one devoted to their interests—than most other keen folk. Yet, believe it or not, of over 300—and that is a very large number of invitations—only about 40 people bothered to reply—and of these only 30 seemed at all interested. Extraordinary.

* * *

TALKING of the odd characteristics that go to make up our sordid little human race, colleague Stuart Seager has been telling me of some curious behaviour by hostile natives that he came across on the last week-end's M.G.C.C. November rally. It seems that the car in which he was travelling was waved down by a young man who, he said, was positively leaping up and down on the road with rage and apparently incensed at the loud tyre noises which were emanating from a nearby bend in the road. It reminds me of a sight over which I still chuckle, which I witnessed while competing in a rally some time ago: we were motoring steadily along a remote country lane—a narrow vellow one so far as I can remember—when, on a straight stretch, we came upon a man on a bicycle. At the sight of our car he threw his machine into the hedge and violently shook his fist at us. Any reason for such odd behaviour was so remote that it mystified us. . . .

Going back to the M.G.C.C. event, I should dearly have loved to have seen the man who, in a night-time temperature of well below freezing, was seen by the Seager car standing in a gateway in pyjamas frantically waving his arms about. . . .

* * *

The **B.A.R.C. (N.W. Centre)** are holding their Hot Pot and Film Show on 6th December at Hanbury Restaurant, Fenwick Street, Liverpool, at 6.30 p.m. Tickets are now available from the Hon. Sec., R. Maitland-Hughes, 116-118 Prescott Street, Liverpool, 7. They are limited to 100 and cost 8*s*. each. Films to be shown are the 1957 Aintree G.P., the Ferodo Story and two others. . . . The **South-Eastern Centre** of the same club is reviving its New Year's Party for members. It will be held at Trulls Hatch Country Club, near Mayfield. Refreshments will be provided and dancing will be from 9 p.m. till 2 a.m. Tickets may be obtained from R. G. Clayton, "Ravenscourt", Homefield Road, Seaford, Sussex. . . . A two hours' rally is being staged by the **North London Enthusiasts' Car Club** on 15th December. This will be followed by a Christmas lunch at East Herts County Club. After lunch the A.G.M. will be held which will be followed by a film show. . . . The **Lindsey Auto Club** are holding their Navigation Rally on 30th November, starting from Scotter Green at 7.30 p.m. . . . The **Special Builders' Car Club** are holding an inaugural meeting of their new Southern Area Branch



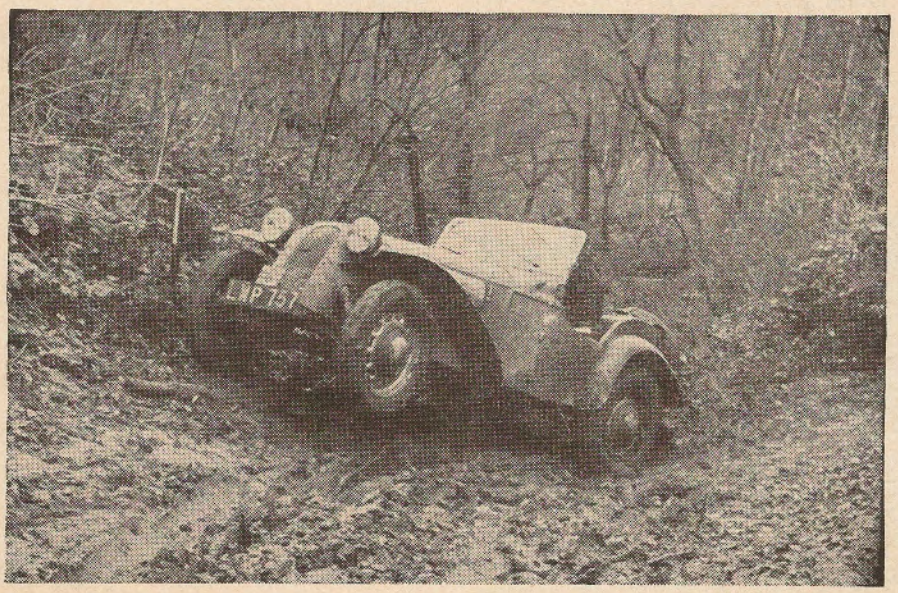
COMFORTABLE TRIALLING . . . J. R. Allen corners his Mayflower and digs in the front bumper. The car was competing in the North Midland autumn sporting trial.

Coming Attractions

December 1st. *Hagley and D.L.C.C. Shropshire Sporting and Standard Production Car trials, Stewpony Hotel, Kinver, 9.30 a.m.*

London M.C. Gloucester Trial, Aston Down, near Minchinhampton.

December 7th. *Blackpool rally driving tests.*



AND UNCOMFORTABLE! An unknown—and almost unrecognizable—competitor gets into trouble—and who would blame him!



HOLD TIGHT! Alec Francis's passenger grabs the spare wheel and throws his weight to the back as the car negotiates a slippery patch in the recent John Bull Trophy trial.

on 15th December. The programme includes a Treasure Hunt in the morning (assemble in public car park, Godalming, 3 p.m.). At 7 o'clock the inaugural meeting will take place and will be followed, it is hoped, by a Film Show at 8, Esso Petroleum, Ltd., permitting. This will take place in the dance hall above the Red Lion at Milford, Surrey. Admission will be free. A fortnight before this takes place the Minibus Rally will be held (30th November). Entry fee is 3*s.* for members and 4*s.* 6*d.* for non-members. Start at 8.30 p.m. . . . The **Sevenoaks and District M.C.** are holding their annual dinner-dance at the Grasshopper Inn, Westerham, on 6th December. Tickets may be obtained from Mrs. D. Reeves, 206 Hastings Road, Bromley. . . . Two dates on the **Harrow C.C.'s** calendar. The Petit Rally is being held on 7th-8th December. It is a closed Evening Navigational Rally, starting and finishing at "Wingroves", Burnham Beeches. Details from Stuart Seager, 118 Thirlmere Gardens, Wembley, Middlesex. On the 11th December their seventh annual dinner-dance takes place at Rest Hotel, Kenton, 7.30 for 8 p.m. Dancing till 1 a.m. Tickets 25*s.*, from Mrs. L. M. Still, 6 High Street, Elstree, Herts. . . . The **Midlands Motoring Enthusiasts Club** Miniature Rally will be held on 8th December. It is a closed event starting at the Lickey Hills Car Park at 10 a.m. Finish at Fleur-de-Lys, Lowonsford, at about 7 p.m. Entry forms from L. Hill, 100 Prospect Lane, Solihull, Warwicks. . . . The **Marconi A.C.** announce that the Mobil Oil film unit is visiting the M.A.C. Clubroom on 3rd December at 7.30 p.m. with a selection of films of varied interest. An automotive engineer will also be present to answer technical questions. . . . The **Bristol M.C. and L.C.C.** Allen Trophy Rally is to be held on 14th December. Starting from Rodway Common, competitors are requested to be there by 12.45 p.m. This is a closed event and entries must be in by first post on 14th. On 11th December the club is holding its annual dinner-dance at the Berkeley, Bristol, at 7 p.m. Tickets £1 1*s.* each from S. E. Witchett, Messrs. Rumsey, Ltd., Redcliffe, Bristol. The A.G.M. will take place at the Swan Hotel, Stokes Croft, Bristol, at 8 p.m. on 17th December.

* * *

SEVEN-FIFTY M.C. NIGHT RALLY

WHEN K. Seymour Walker planned the 750 M.C.'s Second Special Series Night Rally, he decided to make it an event requiring a certain amount of strategical planning by the competitors rather than involved plotting or high-speed dicing.

The broad outline consisted of four time controls and four inner circle route checks, the location of all these points being given to competitors when they started. An initial time allowance of 30 minutes was sufficient to take competitors to one of the inner circle points, where a code word and the grid references of two adjacent outer circle points were clearly visible. In addition a further time allowance was marked on the code word card and could be added to the initial allowance. This was where the strategy came in, as the competitor then had to decide whether to visit a time control or one of the outer circle points, the snag being that time controls were only open for a quarter hour in in every hour!

Whilst the inner circle points were perfectly obvious, the outer circle ones were concealed with a certain amount of low cunning, some of the devices being afloat in the middle of a pond (with dinghy provided), a block of wood which when raised lowered the code word from a tree 12 yards away (reputely designed to baffle one particular competitor) and an ingenious bark flap on a tree, which when opened revealed the code word! Only C. Traini succeeded in finding all the points, but unfortunately he lost a lot of time, so the ultimate winner proved to be J. M. Stokes, navigated by F. A. R. de Hanika.

What's that you say? What's this got to do with car rallies? Well, granted that the car only provides the necessary transport and the navigator is the key figure, but at least it means that an Austin 7 and a Mercedes 300 stand equal chances.

L.N.N.

Provisional Results

Best Performance: J. M. Stokes/F. A. de Hanika (Ford Estate). **First Invited Club:** A. G. Oldworth (Minor). **First Class Awards:** R. A. Dyball (Fiat 1100); C. Traini (Magnette); L. N. Needham (TR3). **Second Class Awards:** M. R. G. Eyre (TR2); J. F. Manger (VW); H. Birkett (Ford Thames).

LAGONDA CLUB

November Handicap

Night Trial Trophy: C. S. Green. **Committee Trophy:** D. Westall. **Awards of merit:** G. Chase, A. J. Kirk, J. Branson.

genuine factory produced Bristol engined cars available. 1957 D type engine. Every conceivable extra. Details on request. New delivery expected late January available at current list.
Triumphs. As agents we offer a new TR3, standard specification, for immediate delivery.
TR2. Due to cancelled instructions we again offer the cleanest secondhand TR2 available. 1957 Registration, in white with red interior, this immaculate specimen is difficult to distinguish from a new car and the factory black hardtop exactly suits the colour scheme. No competitions. No hard driving, in fact an opportunity for a purchaser who takes the trouble to inspect. Incidentally, we can minimise this as we are prepared to demonstrate at your address by arrangement.
Cooper 1,100 c.c. J.A.P. blown twin. Fullest racing specification and excellent history. £300 delivered England or F.O.B. Photos, etc.
Other cars in stock include V12 Lagonda, Alvis 4.3 saloon, Allard 1947 sports, Hotchkiss Paris-Nice 1938, Rolls Phantom I and II.

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RILEY 9 Kestrel saloon, twin carbs, manual box, sound car at £95.—King's Langley 2412.

RILEY Monaco, mechanically very good, body fair. £45 for quick sale.—LAD 0532.

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AUSTIN-HEALEY 100M, November 1954, two-tone black/red, 18,000 miles, Le Mans kit, four Alfin drums, competition clutch, extras alone cost £280, new Roadspeeds. Nearest £765. H.P. arranged.—Dallimore, Ridings, Haddenham, Bucks. Haddenham 349, or Aylesbury 4727 9 till 6.

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1950 2-SEATER, blue, immaculate order. Bargain.—Phone: Hurstway 2139 after 7 p.m.

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FIAT 600, June 1955, 8.5 c.r., o/s., valves and ports, modified crank. Qualified three high-speed trials Oulton Park. £450.—24 Dryden Avenue, Cheadle, Ches. GATley 4540.

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1954 (Nov. '53) FORD Zephyr power convertible, Raymond Mays conversion, overdrive, heater, many other extras, maroon/cream. £585. Exchanges welcome. Finance arranged. Demonstrations free.—Burton Automobile Co., Ltd., Station Street, Burton-on-Trent. Phone 4894-5.

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1948, 3½-LITRE special equipment green saloon. Superb condition. Recon. engine. Best offer over £300.—Short, FLEet Street 9681, office hours.

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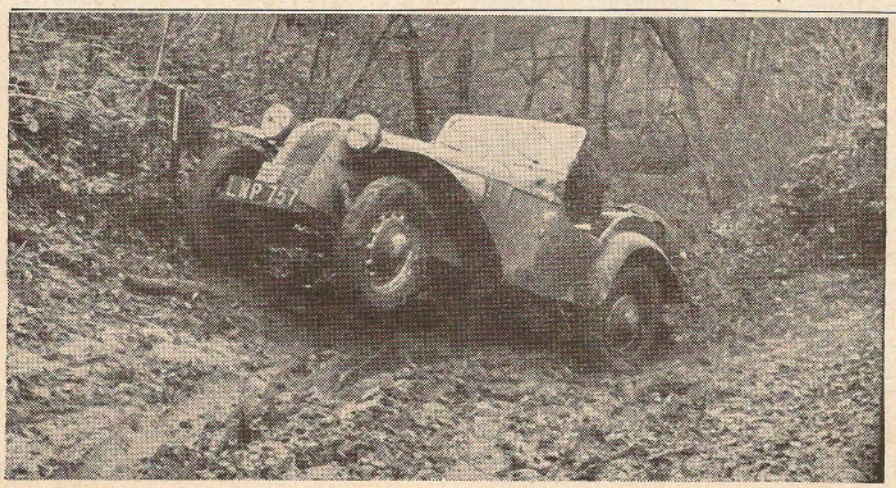
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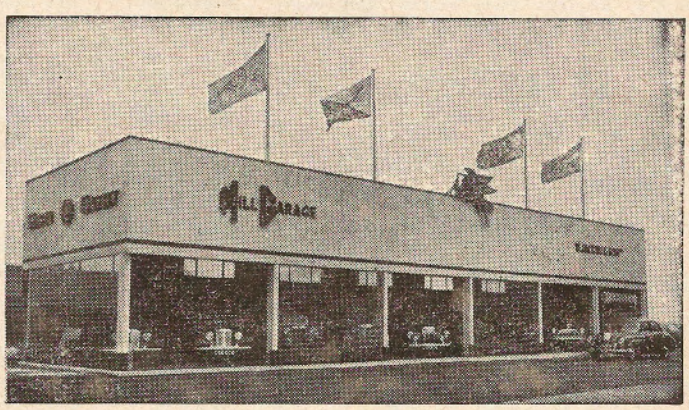
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