

# AUTOSPORT

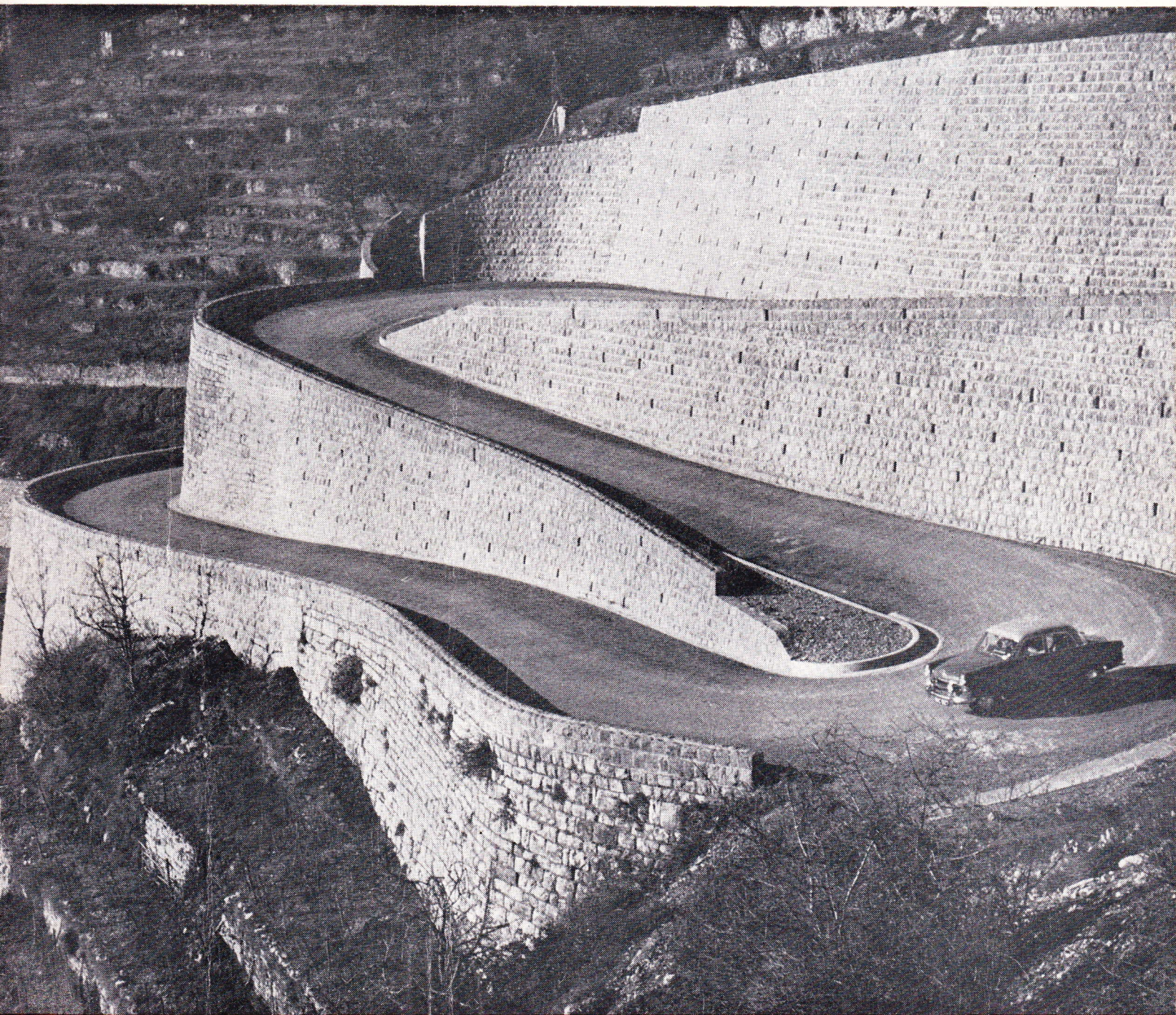
JANUARY 17, 1958

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EVERY FRIDAY  
Vol. 16 No. 3

BRITAIN'S MOTOR SPORTING WEEKLY

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

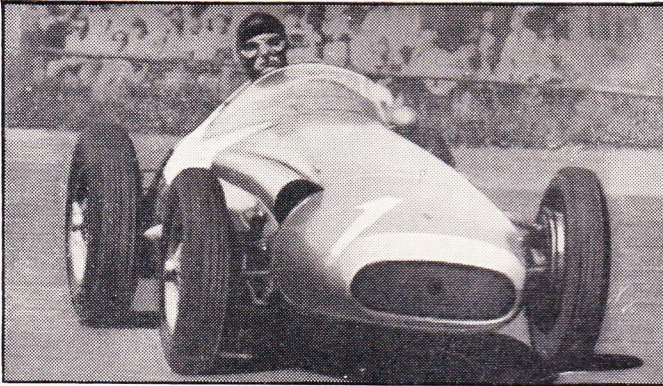


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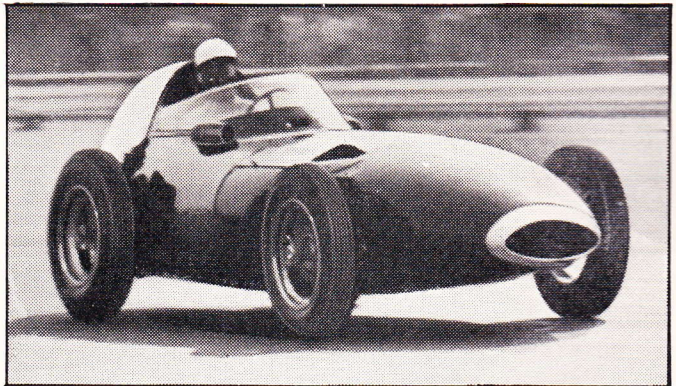
SPECIAL MONTE CARLO RALLY PREVIEW : SUSPENSION ON PRODUCTION CARS  
SEASONAL SURVEY—F2 AND F3 RACING : A NEW AMERICAN CIRCUIT OPENS



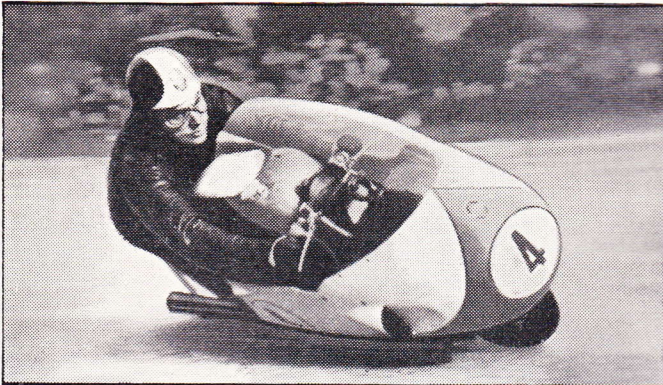
# EVERY WORLD CHAMPIONSHIP GRAND PRIX OF 1957 WAS WON ON A BP PRODUCT



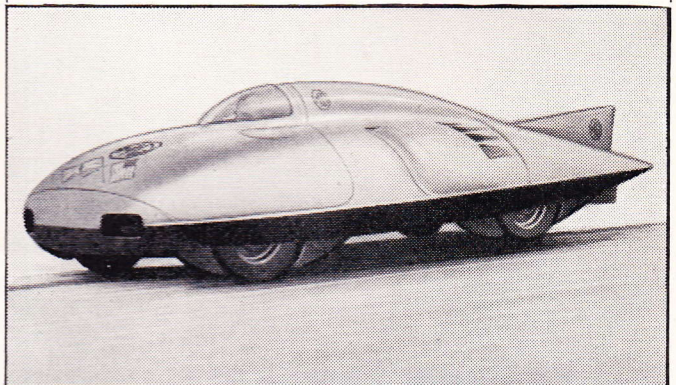
**J. M. FANGIO**, 1957 World Champion driver, used BP Energol in his Maserati cars throughout his wonderful season of success.



**STIRLING MOSS** used BP Energol throughout the year in the Vanwalls with which he won the Grand Prix d'Europe and the Pescara and Italian Grands Prix.



**LIBERO LIBERATI**, motor-cycle senior world-champion rider, used BP Super in his Gilera whenever the choice of fuel was open.



**AT UTAH** Stirling Moss broke five world speed records for super-charged 1½-litre cars. He drove on BP fuel.

**WHAT A YEAR** of success for BP products and British prestige! Again and again in the supreme tests – races, rallies, records – BP Energol and BP fuels were there helping to make history. And remember, BP products are products *you too can use*. You can fill up with them anywhere you see the familiar green-and-yellow sign.

*Now look at some of the results in detail.*

**THE GRAND PRIX RACES.** Every world championship Grand Prix was won on BP Energol – more often than not on BP fuel as well. The list is:

Argentine Grand Prix\*  
Grand Prix de France\*  
German Grand Prix\*

Monaco Grand Prix\*  
Grand Prix d'Europe\*\*  
Pescara Grand Prix\*\*

Italian Grand Prix\*\*

The winning cars were Maseratis\*, Vanwalls\*\*.

**OTHER INTERNATIONAL EVENTS.** Buenos Aires Grand Prix, Pau Grand Prix, Portuguese Grand Prix, Caen Grand Prix, Moroccan Grand Prix and the Silverstone International Trophy. In all these events the winner used BP Energol; in most he used BP fuel as well. At Montlhéry Austin drivers broke 7 records including 7-days-and-nights at 74.9 m.p.h., with a production A35 saloon, on BP Super.

**AND AT HOME.** The Lister-Jaguar driven by W. A. Scott-Brown won the British Empire Trophy race at Oulton Park on BP Super Plus and BP Energol. This followed other successes on BP Energol and BP Super Plus in sports car races at the Brands Hatch, Snetterton and Aintree meetings as well as in the Goodwood Trophy.

Bob McIntyre won both senior and junior Isle of Man T.T.s on Gileras using BP Super Plus.

THE BP SHIELD IS THE SYMBOL OF  
THE BRITISH PETROLEUM COMPANY LIMITED





# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

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## EDITORIAL

### A REALLY TOUGH TEST

THE 27th Monte Carlo Rally, which starts next week, promises to be a severe test of cars and crews. Many have complained that the "Monte" was becoming too simple for an important International classic, but for the 1958 event the organizers cannot be said to have arranged a picnic. For example, much heavier penalties will be inflicted such as 500 marks for infringing French traffic regulations, and total exclusion for exceeding the set highest average speed between any two points. Not content with this, a great number of marks can be lost for damage to the vehicle itself, on a scale much greater than were imposed in previous rallies. Yet it is still very much a "rally of the stop-watches"; the introduction of total regularity sections during the 1,000 kilometres must put the emphasis on luck, as well as skilful driving and superb timekeeping. It will not be easy to arrive at a control on the tenth of a second, even making due allowance for the variation in chronometers, always a debatable point in all organized competitive events. Great Britain's chances are extremely rosy, with 135 entries out of a total of 342.

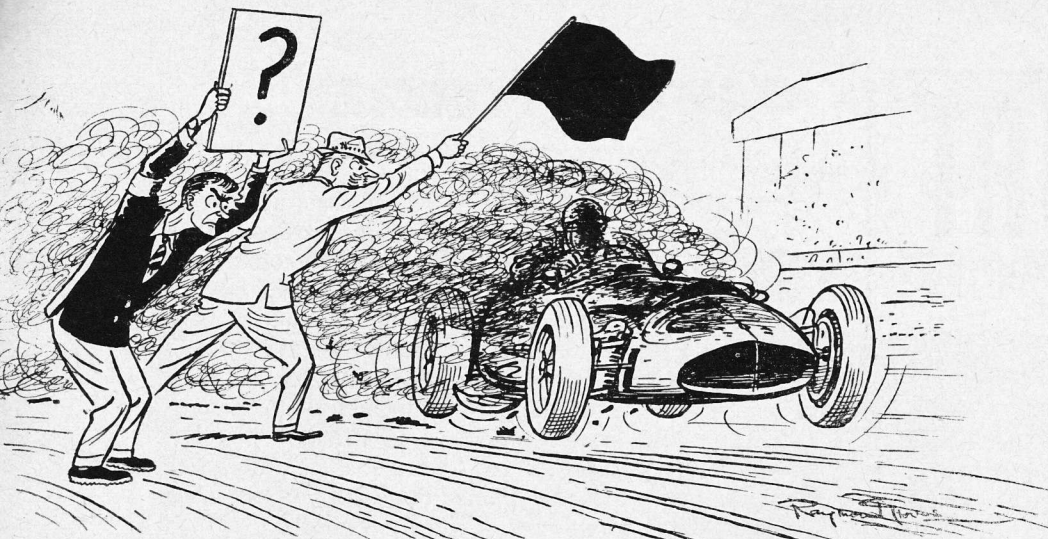
### KEEP THE ROADS CLEAR

IT is to be hoped that, amongst the British crews, there will be at least someone who has the ear of the Ministry of Transport, who, in turn, could advise local authorities of the best way to tackle the problems connected with the sudden arrival of wintry weather. Abroad, roads are kept clear almost automatically, but in Great Britain, snow and ice appear to lead to chaos in certain parts of the country. It has been proved on countless occasions that the Monte Carlo Rally has been responsible for a great improvement to the equipment on modern motor vehicles for winter driving; could not the experiences of rally crews be used to the benefit of the country generally? Since the introduction of the £12 10s. basic car tax, many more thousands of drivers are using the roads in winter; yet some of the road-clearing methods used on our main highways are completely obsolete. Also there seems to be a reluctance to admit that certain road surfaces are dangerous; surely it cannot be difficult to ensure that warning notices are posted at frequent intervals, such as is done on the Continent. Many serious accidents could be avoided altogether if "DANGER—ICY ROADS" signs were to be found more often than is the case. Black ice conditions occur far more frequently than is realized, and it is a fact that certain stretches of highway are more affected than others. These should be noted, and action should follow. It is vitally important to keep British roads open and free from hazards.

### OUR COVER PICTURE

LACETS—or simply "bootlaces" will be experienced on countless occasions by competitors in this year's Monte Carlo Rally, Glasgow starters in which leave early on Wednesday morning.





ITALY has introduced a new National Formula Junior for single-seaters, 751-1,100 c.c.

JEAN BEHRA has renounced his Renault Dauphine entry in the "Monte" to drive the Australian Ken Kavanagh's Maserati in the G.P. of Argentina.

TO Colin and Hazel Chapman one new arrival (female). True to tradition, the current Chapman model is lighter than her predecessor (8½ lb. against 9½ lb.).

REGIE RENAULT have announced that they plan to increase production of the Dauphine by 50 per cent.

VACUUM flasks with the new-type quick-screw tops have been supplied free of charge to all British Monte Carlo Rally entrants by Vacco, Ltd., Grosvenor Gardens House, London, S.W.1.

JACK BRABHAM, driving the 2-litre, twin-o.h.c., single-seater Cooper-Climax, won the Grand Prix of New Zealand last week-end. A full report of the race will appear in a forthcoming issue.

ENTRY lists are now open for the 42nd International meeting at the Indianapolis Motor Speedway. Sam Hanks, who set a race record of 136.601 m.p.h. in winning last year's event, has announced his retirement.

REGULATIONS are also to hand for the Florida International Twelve-Hour Grand Prix of Endurance at Sebring, which takes place on 22nd March. Entries close on 15th February and all communications should be addressed to Reginald S. Smith, P.O. Box 442, Riverside Station, Miami 35, Florida, U.S.A.

YET another set of regulations received is that for the 6th International Acropolis Rally, a European Touring Championship event, of course. This will be held from 3rd-6th April, starting from Athens or Trieste, and details are obtainable from: La Direction Sportive de l'A.T.C.G. (Automobile et Touring Club de Grèce), Avenue E. Venizelos 16, 7me étage, Athènes, Greece.

**HIGH SPIRITS** at a pre-Monte conference held earlier this week. Present are Tommy Wisdom (Austin-Healey), Anne Wisdom and Pat Moss (Morris 1000) and Willy Cave and John Sprinzel (Austin A35).

## PIT and PADDOCK



DUNCAN HAMILTON has been awarded the *Medaille d'Or de l'Education Physique et des Sports*, by the French Premier, for his services to motor sport, particularly in France, where he is extremely popular.

### FREDDY ZEHENDER



WE regret to announce the death of Goffredo (Freddy) Zehender on 7th January in a Rome clinic after a long illness. He was aged 60 years. Freddy was, for many years, a works driver for Alfa Romeo and took part in many races. Lately he became associated with Lago-Talbot, and sought to re-popularize the marque by introducing Grand Touring versions. He was responsible for the formation of Ecurie Talbot, and was the leading light behind the Dubonnet-financed entry in the 1957 Le Mans 24 Hours Race.







SHOW-HOUSE for Lotus, just erected at Hornsey. An Elite is on display on the ground floor, with the drawing office above.

March: Tunbridge Wells M.C.; 13th April: 750 M.C.; 26th April: Veteran C.C.; 27th April: A.C. Owners' Club; 11th May: Mid-Surrey C.C.; 15th June: Thames Estuary A.C.; 6th July: M.G.C.C.; 20th July: Sevenoaks and D.M.C.; 27th July: Herts County A.C.; 10th August: Circle C.C.; 14th September: Triumph O.C.; 28th September: M.G.C.C.

#### MAGNETIC PLUGS

MAGNETIC drain plugs for engine sumps, gearboxes and axles are now being marketed by Ross-Smith and Earthrowl, Ltd., of 1 Newman Street, London, W.1, at from 7s. 6d. to 10s. 6d. each. The idea is that metal fragments worn or broken off in service will be collected by the magnet instead of being allowed to circulate in the oil and cause further damage.

#### FERODO GOLD TROPHY FOR VANDERVELL

THE much-coveted Ferodo Gold Trophy for the most outstanding contribution to British motor racing has been awarded to Mr. G. A. Vandervell for his Grand Prix successes with his Vanwalls. This is the second occasion on which Mr. Vandervell has received the Trophy. The award was made by the Ferodo Gold Trophy panel comprising John Eason-Gibson (Chairman), Gregor Grant (Vice-Chairman), the Duke of Richmond and Gordon, Earl Howe, Hon. Gerald Lascelles, John Morgan, Desmond Scannell and S. C. H. Davis. Secretary of the Panel is Wilfred P. Howard.

The presentation of the Trophy was made at the Dorchester Hotel last Wednesday, and was seen by millions of viewers to the B.B.C. Television programme, "Sportsview".

LAST instalment of *Alf Francis—Racing Mechanic* is being held over until next week.

## SPORTS NEWS

### THOSE LE MANS REGULATIONS!

#### Colin Chapman Speaks Out

THE inclusion of those rather ridiculous regulations relating to minimum ground clearance and turning circle has infuriated several manufacturers who cannot understand why the A.C.O. should be allowed to place their own interpretation on Appendix C of the Sporting Code. As a race counting towards the Constructors' Championship of the World, the Le Mans 24 Hours Race must be organized according to the terms of Appendix C.

As regards the minimum ground clearance of 9 ins., Lotus chief Colin Chapman states that this is quite contrary to F.I.A. regulations. His own 1958 Le Mans cars are being constructed with the now well-known "strut-type" independent rear suspension, and will utilize a five-speed gearbox. As designed, the ground clearance at the gearbox is 4 ins.; in order to comply with the Le Mans requirements, the entire construction would have to be altered, changing the rear roll centre, which would be about 3 ins. higher, this completely wrecking the handling of the machine. Again, in order to incorporate the i.r.s., the "strut" would have to project well above the bodywork.

This seems quite uncalled for; also, to achieve the required minimum turning circle, the front suspension would require to be completely revised.

It is to be hoped that, at the F.I.A. meeting of the C.S.I. on 30th January at Monte Carlo, the A.C.O. is made to toe the line and be debarred from introducing non-statutory regulations.

#### THE BUENOS AIRES "1,000 KILOMETRES"

OWING to non-availability of regulations Ecurie Ecosse were unable to arrange to take part in the 1,000 Kilometres of Buenos Aires on 26th January. The following is the provisional entry list:—

**Maserati** (3.0): Fangio/Godia; Shell/L. Mantovani; Menditeguy/Bordoni.

**Ferrari** (3.0): Trintignant/Picard; Hawthorn/Collins; Musso/von Trips; Gendebien/Hill.

**Maserati** (2.0): Gregory/Bonnier; Perduzzi/Munaron; Scarlatti/G. Musso.

**Osca** (1.5): Piotti/Bonomi; de Tomaso/Isabel Haskell; Tomasi/Maria-Theresa de Filippis.

**Porsche** (1.5): Mieres/von Dory; 3 works entries.

#### BRANDS HATCH IN 1958

BRANDS HATCH CIRCUIT announce the following car race meetings as firm fixtures for the 1958 season:—

**Car Race Meetings:** 7th April: B.R.S.C.C.; 20th April: B.R.S.C.C.; 18th May: B.R.S.C.C.; 8th June: B.R.S.C.C.; 29th June: Club Lotus and 750 M.C.; 4th August: B.R.S.C.C.; 7th September: B.R.S.C.C.; 5th October: B.R.S.C.C.; 26th December: B.R.S.C.C.

**Car Sprint Meetings:** 2nd March: Surrey Sporting M.C.; 30th March: Jaguar Drivers' Club; 31st

★  
AWARDED to Mr. G. A. Vandervell this week was the Ferodo Gold Trophy for his Grand Prix successes with the Vanwalls. Judging by recent tests, the cars will continue their winning way on petrol this year, for Tony Brooks equalled the Silverstone lap record in a car modified to run on aviation spirit. Tony Vandervell himself also tried the car and is seen climbing aboard for a run.

★







AUTOSPORT, JANUARY 17, 1958

*FASTEST race ever run on the Goodwood circuit was the Formula 2 Woodcote Cup race at the September national meeting. Winner was Roy Salvadori. The Lister F2 car retired in lap 6, its only race.*

tree, although Cliff Allison, Graham Hill, Keith Hall, Henry Taylor and Brian Naylor had a degree of success, together with Tony Brooks, Tony Marsh, Roy Salvadori and George Wicken. Marsh won the Autocar F2 Championship.

The season ended with a certain degree of uncertainty in the air: the efficiency of the Cooper and Lotus cars is indisputable, but Continental manufacturers seemed to lack interest in the Formula. Maserati were notable for their absence in the sphere.

#### First Attempts

THE year opened with entries of Cooper cars in Australian events, where Jack Brabham scored a couple of early places against varied opposition, and in the Syracuse G.P. An F2 class to be run concurrently with the Grand Prix was later cancelled, so that although the cars still ran, they did so in opposition to much of the world's F1 machinery. Brabham and George Wicken finished the race in sixth and seventh places, only seven cars actually completing the race.

The first Formula 2 race at home was at Goodwood in the International B.A.R.C. meeting at Easter. Hopes of seeing a really good turnout of new British machines were not fulfilled, however. Only the works Coopers of Roy Salvadori and Jack Brabham, and Cliff Allison's new monoposto Lotus—which was making its début—had the new twin-cam Climax engines, and all suffered practice bothers. The new Lotus, in addition, suffered gearbox trouble.

Tony Brooks (Cooper) led from the start, pursued by Salvadori, Flockhart and the late Mackay Fraser (the latter two in sports-type Lotuses). Cliff Allison, starting from the third row, made up ground rapidly, the speed and acceleration of the Lotus being most impressive. By the fourth lap, however, the car had retired with transmission trouble. Salvadori also retired, with clutch failure. Tony Brooks won the race at 88.84 m.p.h., fastest lap being put in by Salvadori at 91.52 m.p.h.

At the end of April came the Naples

## Seasonal Survey—Part 3

# FORMULA 2 RACING

NOT unnaturally, the first full season of Formula 2 racing was awaited with tremendous interest by the motor racing world. The Climax-engined Cooper machines were already familiar sights in the "F2" races of the previous season; competition, however, had come almost entirely from sports-racing machinery. The Coopers had frequently, in 1956, attained and equalled speeds reached by F1 cars and it was certain that Colin Chapman would not let the rear-engined machines have it all their own way.

The Formula 2 monoposto Lotus made its début in April at the B.A.R.C. International meeting at Goodwood, when the driver was Cliff Allison. The car was, however, plagued by gearbox trouble, and the whole race was disappointing. Of 17 listed starters, only eight cars ran. The Lotus and two works Coopers were alone in having the new twin-cam Climax engine, and none was entirely happy in practice.

In early May, Amedée Gordini announced an F2 car to replace the unsatisfactory 1½-litre project raced as a sports car the previous year. The announcement came as a complete surprise and the design included many novel features. Power unit was to be a six-cylinder, two o.h.c. design. Alas, the car never appeared in competition, although it was hoped at the time of announcement that it might have been racing before the end of the season.

The Naples G.P., at the end of April, saw the début of Ferrari's contribution to the F2 scene. Powered by a twin-cam V6 engine, developing 190 b.h.p. at 9,200 r.p.m., the car, in the hands of Luigi Musso, finished third in the race amid distinguished F1 company.

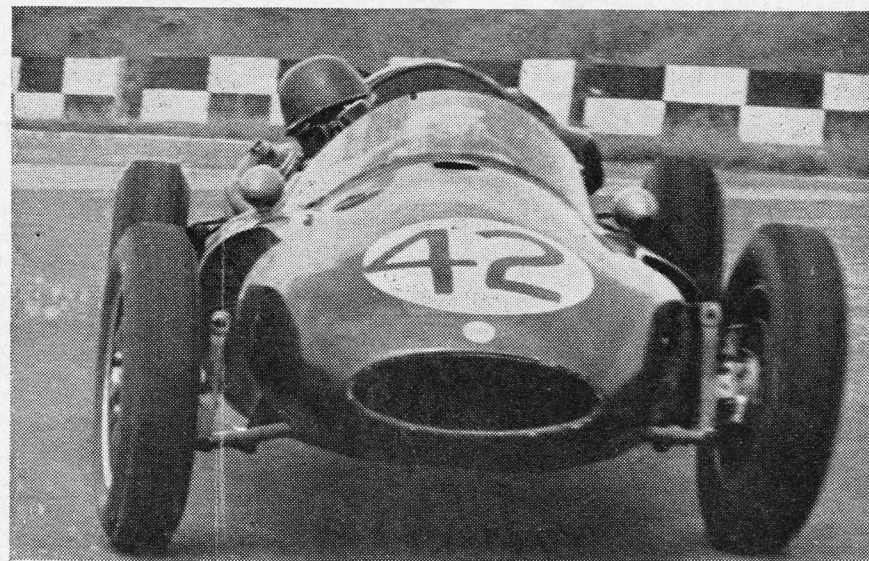
Brian Lister, too, launched a contender in the field. The car was first announced in 1956, and joined the ranks of competition cars using Coventry-

Climax engines. The driving seat is set well back in the frame and is offset to the right to make it as low as possible.

The car's first appearance, at the *Daily Express* International Trophy meeting at Silverstone in September, was disappointing, excessive oil consumption being suffered.

Both Porsche and Osca entries competed in F2 events during the season: these, however, cannot really be classed with true F2 machinery and were, in effect, modified sports-racing cars.

In spite of the increasing number of competitors in the field, however, it was a Cooper year. The Lotus and Lister both suffered teething troubles, although the Hornsey cars appeared to have recovered fully as the season drew to a close. The Ferrari made few appearances; the Gordini, as has been said, none at all. British entries all relied on the Coventry-Climax unit and the two o.h.c. version also seemed to lack reliability in the early part of the year. Of the drivers, Jack Brabham undoubtedly finished the season at the top of the



*DRIFTING the F2 Cooper-Climax is Australian Jack Brabham, who had a most successful season with the car, seen here at Brands Hatch.*



G.P. and with it Enzo Ferrari's F2 car, a V6 driven by Luigi Musso in the included F2 category. Apart from a 1,500 c.c. Porsche (Maglioli) and Fernando Natella's Osca 1,100, however, Musso was by himself in the category, and actually finished third in the race as a whole. The new car displayed impressive speed and, after a fine run in second place, was overhauled and barely beaten by Mike Hawthorn in a Formula 1 Ferrari. Maglioli's Porsche finished eighth, and the 1,100 Osca, a little out of its class, a gallant ninth, ten laps in arrears.

In May the British contingent were out again, this time at a B.R.S.C.C. members' meeting at Brands Hatch. The three works Lotus F2 cars, to have been driven by Hall, Stacey and Allison, did not reach the starting grid and the line-up of F2 machinery consisted of four privately owned Coopers, those of George Wicken, Rob Walker (driven by Peter Gammon), Bill Whitehouse and Tony Marsh. Both races for the category proved easy wins for Wicken at 72.33 m.p.h. and 72.0 m.p.h. The redoubtable George also made fastest lap in both races. Second placemen were, in the first race, Bill Whitehouse and, in the second, Peter Gammon.

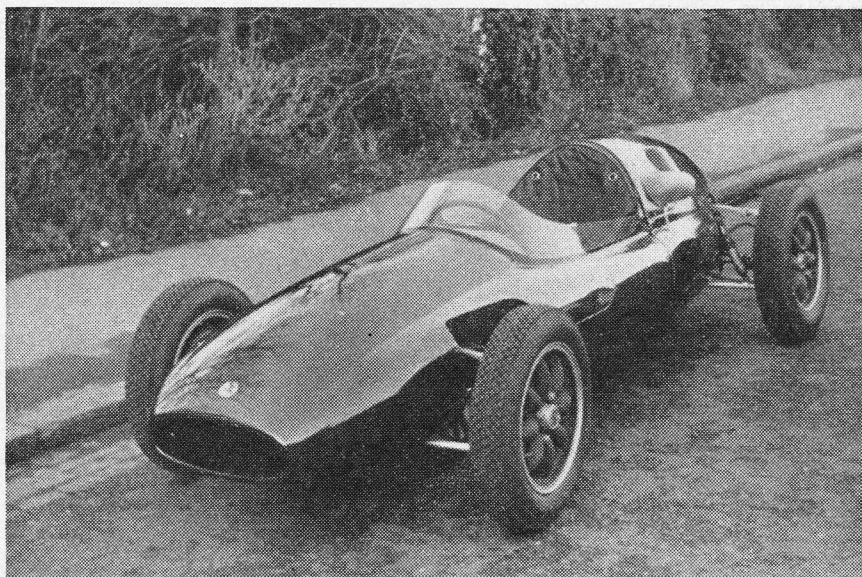
The same week-end saw a Formula 2 event at Silverstone, where the Maidstone and Mid-Kent M.C. organized a national meeting. Victor here was Tony Marsh (Cooper); the only other "real" F2 machine—that of George Nixon (Cooper)—finishing third. Marsh's winning speed was 72.7 m.p.h.

At Snetterton, again during that week-end, a race for the Formula saw G. Nixon's Cooper as the only genuine machine: the car finished fourth behind the sports-racing machines.

#### First "Places" for Lotus

Whit Sunday saw the circus at Brands Hatch again: this was undoubtedly Brabham's day. With the works twin-cam Cooper-Climax, he won the first F2 event at 72.7 m.p.h., breaking his own F2 lap record of 75.15 m.p.h. with a speed of 75.41 m.p.h. Then he followed it up with a win in the second event at 71.93 m.p.h.

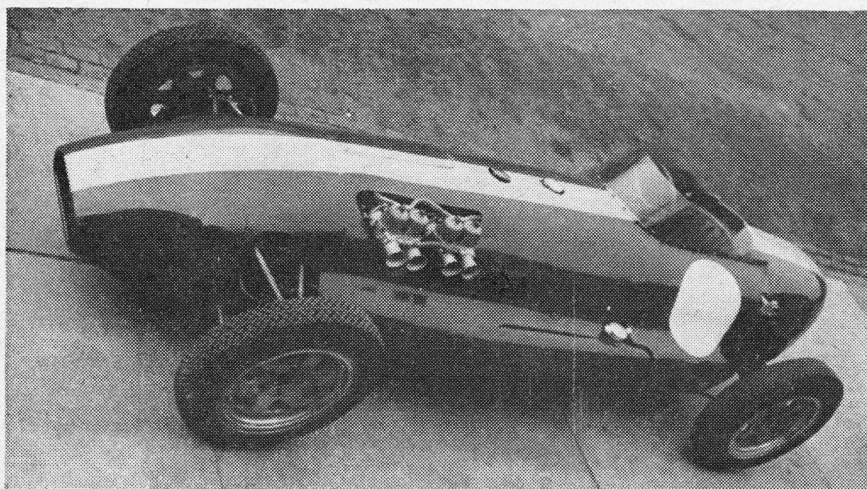
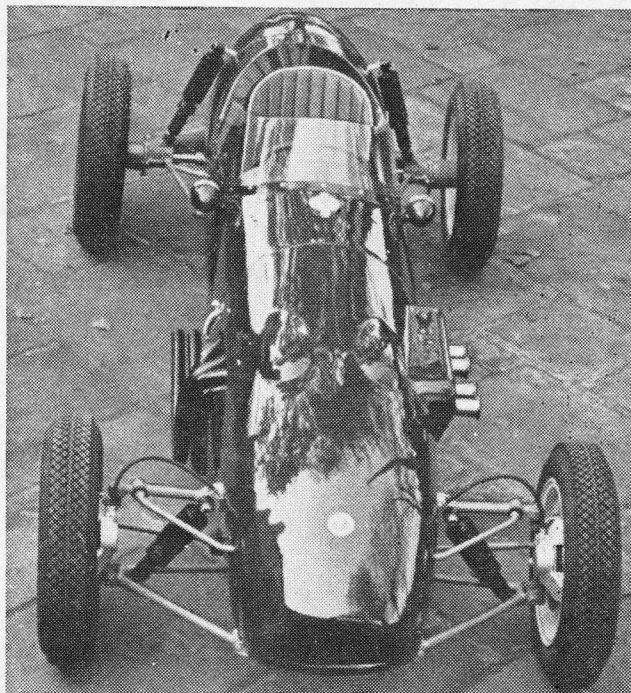
Third place in the first race and second place in the second were taken by the late Mackay Fraser in an F2 Lotus: these were the first "places" scored for the new cars. Teething troubles, however, were still apparent; the American driver's second place in the final race



★  
*BRITISH contenders in the field. Above, the Cooper-Climax, so far the most successful of the three British machines.*

*RIGHT is the Lotus-Climax, which proved to be astonishingly fast, although at first suffering from transmission problems.*

*BELOW is the Lister-Climax, which had only one race.*

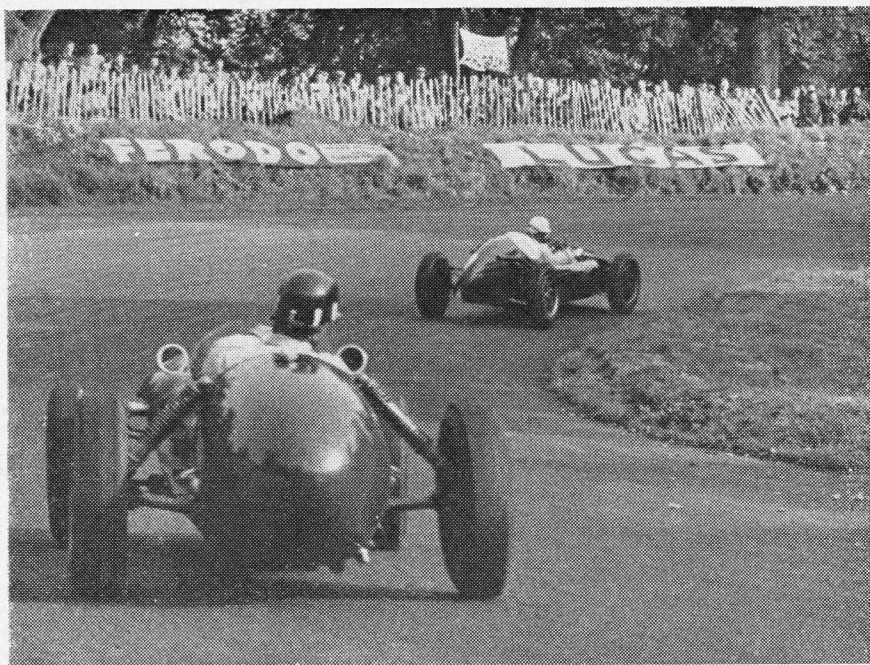


was gained in third gear only, through transmission maladies.

The events were the first in which the field was composed entirely of genuine single-seater racing cars. Though not yet fully reliable, the Lotuses showed considerable speed and, once the "bugs" were conquered, would obviously prove strong contenders.

At Crystal Palace on Whit Monday, Brabham did it again. Pipped in the first part of the F2 race for the London Trophy by Roy Salvadori (Cooper), he made no mistake about the second "leg", winning in fine style in the works Cooper at 78.17 m.p.h. and breaking the circuit record with a lap at 80.19 m.p.h. The Lotuses, driven by Cliff Allison and Mackay Fraser, made their second appearance for the week-end but transmission troubles plagued both cars once more. Allison's mount stripped its crownwheel and pinion at the start of the first race, while Fraser's car retired in both events. Thus it was a Cooper day.





with Salvadori, Wicken, Brabham and Leston going home with places and a record to the credit of the Surbiton cars.

Over, now, to France, where F2 Coopers dominated the Prix de Paris meeting at Monthéry on 16th June. The F2 race went to Jack Brabham at 89.68 m.p.h., the day's best speed, and the Australian set up a record for the revised road circuit at 92.08 m.p.h. Second, third and fourth places went, respectively, to Mike MacDowell, Tony Marsh and Ivor Bueb (Coopers) while in fifth place was Baillie's F2 Lotus. Goethals, in a 550RS Porsche, was sixth.

Next on the list was the B.R.S.C.C. national meeting at Mallory Park on 6th July. The F2 race, run in two heats, brought to the start nine Cooper-Climaxes, driven by Moore, Thackwell, Wicken, Gibson, Marsh, Nixon, Leston, Whitehouse and England, together with Horace Richards and his Riley-powered H.A.R. Tony Marsh ran out an easy winner at 84.87 m.p.h., leading George Wicken by some 13 secs. In the second heat Wicken crossed the line first, 0.65 sec. ahead of Tony. Marsh, however, won the category on aggregate, and the two drivers shared fastest lap.

The same week-end saw the French G.P.: of the British entry, Formula 1 and 2 alike, only the F2 Cooper driven by Mike MacDowell and Jack Brabham finished, nine laps behind.

The F2 race at the G.P. of Rheims meeting on 13th-14th July was a clear win for Maurice Trintignant in the Ferrari. The lead, however, changed no less than 13 times during the 190-mile race; Salvadori (Cooper) and Brabham (Cooper) also had a share in the lead at times. Roy Salvadori dominated the practice times, followed by Brabham and George Wicken (Coopers). The Ferrari, however, was not driven hard in practice. Two Lotus single-seaters were piloted by Cliff Allison and Dennis

Taylor, while Goethals competed in a Porsche Spyder and André Simon was to drive Piotti's Osca. Both monoposto Lotuses suffered again from transmission ailments, leaving Mackay Fraser to uphold the Hornsey honour with a sports car. Tragedy marred an exciting race when Bill Whitehouse's Cooper left the road and exploded, the driver suffering fatal injuries. Then Mackay Fraser crashed—and he, too, succumbed to his injuries.

August Bank Holiday, at Brands Hatch, saw Jack Brabham winning again, driving his Cooper to victory in both parts of the Rochester Cup race. George Wicken (Cooper) made him fight for his wins, however, and in both races the two drivers shared fastest laps at 73.18 m.p.h. and 74.40 m.p.h. Brabham's winning averages were 71.95 m.p.h. and 73.25 m.p.h. Third man home in each case was Ronnie Moore (Cooper).

In Germany over the holiday week-end a Formula 2 race was run concur-

**COOPER AND LOTUS:** Roy Salvadori (Cooper) leads Graham Hill's lap record-breaking Lotus at Lodge in the Gold Cup race at Oulton Park in October.

rently with the German G.P. The category was won by Edgar Barth in what was nominally a Porsche 550 Spyder: he and Maglioli had, in practice, driven a new Porsche with twin stumpy tail fins but it had not proved remarkably fast. Second place went to Brian Naylor (Cooper), third was G. de Beaufort (Porsche) and fourth Tony Marsh (Cooper). Fastest lap was made by Roy Salvadori (Cooper) at 84.5 m.p.h., the car later being retired with a suspension fault, and had led the F2 class comfortably until his retirement.

Big event at home in September was at Silverstone on the 14th, the day of the *Daily Express* International Trophy meeting. The new F2 Lister-Climax made an appearance but suffered from excessive oil consumption due to lubricant being sprayed out through the breather on the canted engine. The monoposto Lotus, however, displayed remarkable speed during the final of the Trophy race, Cliff Allison setting up a new F2 lap record at 99.41 m.p.h.

In the first heat Allison's Lotus retired amid clouds of smoke, letting in Innes Ireland (Cooper) to sixth place, where he finished as the first of the F2 drivers to reach home.

Front row of the grid for the second heat included two F2 machines—the George Wicken Cooper and Keith Hall's Lotus—along with a B.R.M. and a Maserati. In the final Roy Salvadori (Cooper) comfortably headed the category, a lap ahead of George Wicken and Noel Cunningham-Reid (Coopers).

At the end of September came the last Goodwood national meeting of the season, and it was during this meeting that it was amply demonstrated by Roy Salvadori, Jack Brabham (Coopers) and Cliff Allison (Lotus) just how fast a 1,500 c.c. car can go: the F2 event was, at an average speed of 94.43 m.p.h., the fastest race ever run at the Sussex circuit. Jack Brabham set fastest lap, a 1,500 c.c. racing car record and a new

(Continued on page 83)



**GOING FOREIGN!** In the German G.P. at Nürburgring in August, Roy Salvadori's Cooper leads Edgar Barth's category-winning Porsche. Salvadori retired with suspension trouble but set fastest lap.



**BUNCHED** at Oulton Park, the five-hundreds swing into the first bend at the Gold Cup meeting in October. Stuart Lewis-Evans and Jim Russell (Coopers) lead the pack.

**T**HAT Formula 3 racing is declining at home is the tenet of some: that it is almost dead elsewhere in the world has become an established fact—one to which emphasis has been added during the past season. International Formula 3 has become, more or less, a British national class, while its popularity as a spectator-drawing event is waning fast.

The year has seen no notable fresh faces, while technically there has been no change either. Cooper cars are still at the top of the 500 c.c. tree: Norton "double-knocker" engines remain the unanimous choice of everyone who can afford them. Starides, Kiefts and other early stars in the half-litre firmament are fast vanishing from the scene, their numbers showing a marked decrease over the previous year, while Iotas, Emerysons and some of the other earlier "names" have practically disappeared from British circuits.

Formula 3 driver-of-the-year title must go to Jim Russell. The Norfolk driver has remained staunch to the class and, although often harried by Stuart Lewis-Evans, Tom Bridger, David Boshier-Jones, Don Parker and the rest, nevertheless he has invariably managed to thrust his silver Cooper across the line first.

On the technical side there has been little to make 1957 a noteworthy year. A glimmer of interest was aroused at Silverstone in August, when, in conjunction with the Commander Yorke Trophy 100-mile race, a 51-mile event was run for F3 cars using pump fuel, although the experiment was not repeated during the season. Fuel injection was tried on one car—with considerable apparent success.

#### The Season Opens

**C**URTAIN-RAISER to the 1957 F3 season was in early April at the home of 500 c.c. racing, Brands Hatch. Principal contestants were Ian Raby and Gordon Jones with supporting noise from R. J. Barrett, A. Eccles and "Pop" Lewis-Evans—all Cooper-mounted, Jones's car being an ex-Stuart Lewis-Evans 1956 car. The final was won by Gordon himself at



## Seasonal Survey - Part 4

# FORMULA 3 RACING

70.72 m.p.h. for the 10 laps, he and Raby sharing fastest lap in 72 m.p.h.

The same week-end, at Snetterton, Jim Russell was doing battle with a field which included Tom Bridger and Derek Strange—Cooper again being an almost unanimous choice. Victory over 10 laps went to Russell at a speed exceeding 81.61 m.p.h. and with fastest lap to his credit at 83.94 m.p.h. Bridger and Strange finished second and third, all three being well ahead of the pack.

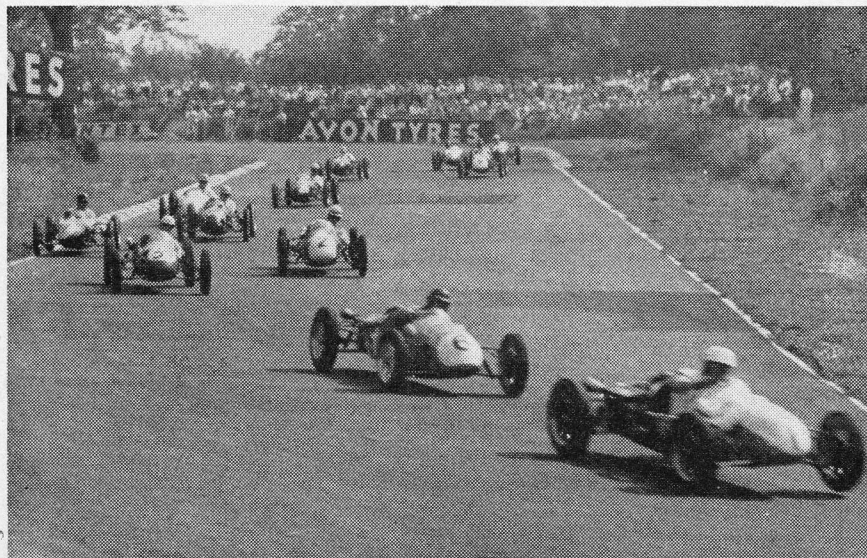
The end of April saw battle being joined at Brands again, honours this time going to Alan Cowley (Cooper). Cowley's win in the 15-lapper was so convincing that at one stage the ITV commentator thought he had lost his lead and dropped back out of the running. In spite of this, however, it was not a fast race, the winner averaging only 69 m.p.h.

Ian Raby's Cooper, in second place, lacked steam while third placeman John Brown's car had blown an exhaust joint earlier.

First big occasion of the year for the little cars was at the B.A.R.C. International Easter meeting at Goodwood, when they had a go over 10 laps of the Sussex circuit. This, on paper, should have been a really hard-fought match, with Stuart Lewis-Evans in the Francis Beart-tuned Cooper-Norton, David Boshier-Jones, Tom Bridger, Don Parker, Henry Taylor, Jim Russell—in fact everyone who is anyone in F3 racing—there on the grid to play. However, things did not turn out quite as well as they might: Boshier-Jones dropped out on the first lap, Tom Bridger lasted three laps before his engine seized and Jim Russell also fell out with engine trouble. Lewis-Evans had taken an immediate lead in a beautifully prepared car and was never seriously challenged, winning at 83.14 m.p.h. and turning in fastest lap at 84.54 m.p.h.

The scene next moved to Brands Hatch, where the B.R.S.C.C. was putting into effect its new policy of reduction in 500 c.c. events. In the principal race here, David Boshier-Jones in the Jackson-tuned Cooper-Norton immediately took a clear lead and won without interference. Behind him, Alan Cowley (Cooper) quickly passed Gordon Jones (Cooper) and immediately found new opposition in Don Parker, also Cooper-mounted. Parker eventually finished in second place with Cowley just behind him. Boshier-Jones's winning speed for the 15-lap race was 71.51 m.p.h.; he also made fastest lap at 72.7 m.p.h.

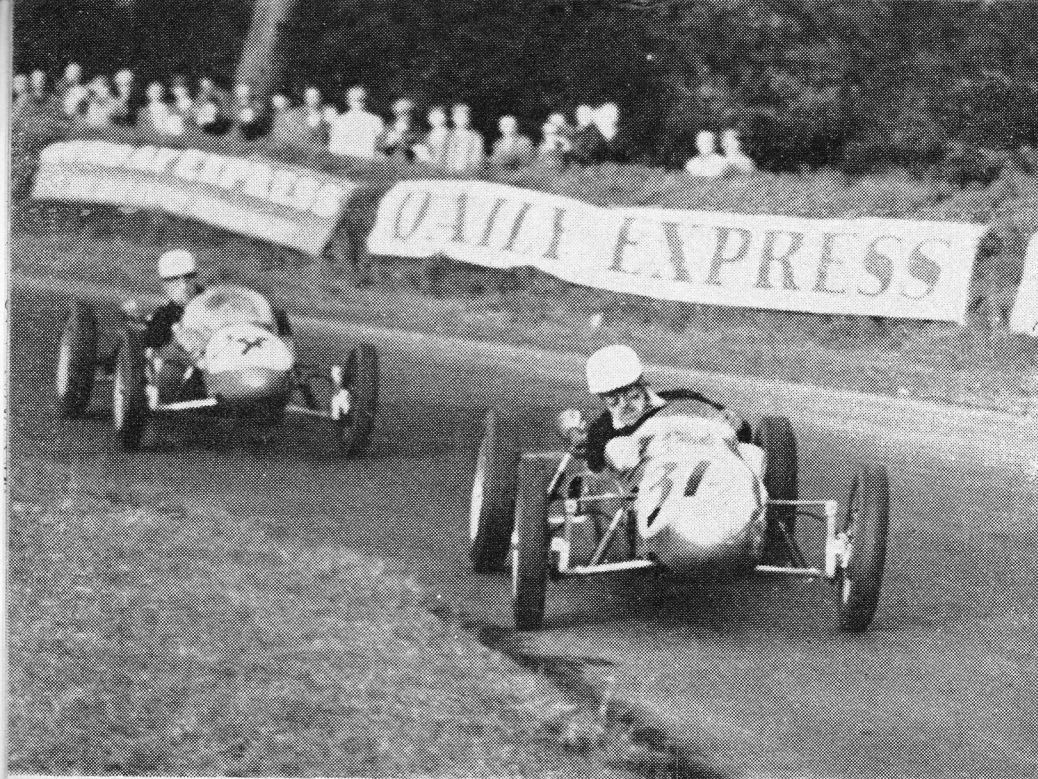
The same week-end, Jim Russell's



**CRADLE** of 500 c.c. racing is Brands Hatch, and here the "pack" swoops down from Druids on August Bank Holiday.



*PROTAGONISTS throughout the season in F3 racing, Jim Russell (leading) fights off a challenge by Stuart Lewis-Evans at Oulton Park during the 41-mile race in early October.*



works Cooper was winning at Silverstone in the Maidstone and Mid-Kent M.C. national meeting. In two races he scored two wins, the first at 75.9 m.p.h. and the second at 76.4 m.p.h., leading, respectively, Derek Strange and Tom Taylor home. Next day, Jim went "home" to Snetterton for a repeat performance: in the 10-lap race there he won at 83.81 m.p.h. from Bridger and T. Taylor, putting in fastest lap at 85.27 m.p.h., to prove conclusively that only the Lister-Jaguar was faster than the works F3 Cooper on that occasion!

Next round in the half-litre world came at Brands Hatch at the B.R.S.C.C. Whitsun meeting and, in the principal F3 event, victory went to Jim Russell and the unpainted works Cooper-Norton. At the start of a 15-lap race, however, it was Gordon Jones (Cooper) who took the initiative, and four laps went by before Russell overhauled him. Once clear, he pulled out a cosy lead but Tom Bridger (Cooper), who had made but a modest start, was achieving stunning things behind him. He worked his way through a close-fighting pack and set off in pursuit of the leader, although the chequered flag intervened before he could make up the distance. Nevertheless, fastest lap was his at 73.66 m.p.h., Russell's winning race average being 71.63 m.p.h.

The following day, Whit Monday, Stuart Lewis-Evans took a turn at the winning business for the Redex Trophy race at Crystal Palace and led Jim Russell to the finish at 70.64 m.p.h. in the Beart-tuned Cooper-Norton. He made fastest lap at 72.31 m.p.h.

It was not Jim Russell's day: in his heat he led for six laps, but Derek Strange, in John Broadhead's Cooper, was creeping up all the way and eventually won by a bonnet's length.

Other F3 contenders raced at Mallory Park on the same day, P. R. Proctor (Cooper) winning from G. M. Jones (Cooper) at 76.6 m.p.h.

In July, back to Mallory Park when

the 500 c.c. circus for a B.R.S.C.C. national meeting. Once again Russell seemed to be having an off day, for in spite of an 8 secs. win in his heat, achieved only third place in the final, being headed by T. Taylor and D. Boshier-Jones (Coopers). Taylor's winning average was 81.46 m.p.h., and he turned in fastest lap of the race at 83.51 m.p.h.

Next on the list was Formula 3's big day: Silverstone on 27th July for the Commander Yorke Trophy race (101 miles) at a B.R.S.C.C. national meeting. Ten-lap heats for the race were won by Jim Russell in the works Cooper-Norton at 76.35 m.p.h., and Derek Strange (Cooper-Norton), at 74.85 m.p.h. These were, in fact, the only races on the programme to be run on a dry track: a ceaseless downpour caused skating-rink conditions for the main race.

Russell took the lead from the start of the 101-mile final, closely pursued by Tom Bridger (Cooper). Russell increased his lead steadily for three laps and on the fourth began to lap the tail-enders. On lap 17, however, Bridger too began to try harder and steadily closed

the gap between the two, proving, however, unable to catch the silver car. Russell's lap time, incidentally, was consistently 15 secs. slower than he had been achieving in the dry. At the end of a race in appalling conditions the position was: 1, Russell (63.18 m.p.h.); 2, T. Bridger; 3, T. Taylor (Cooper).

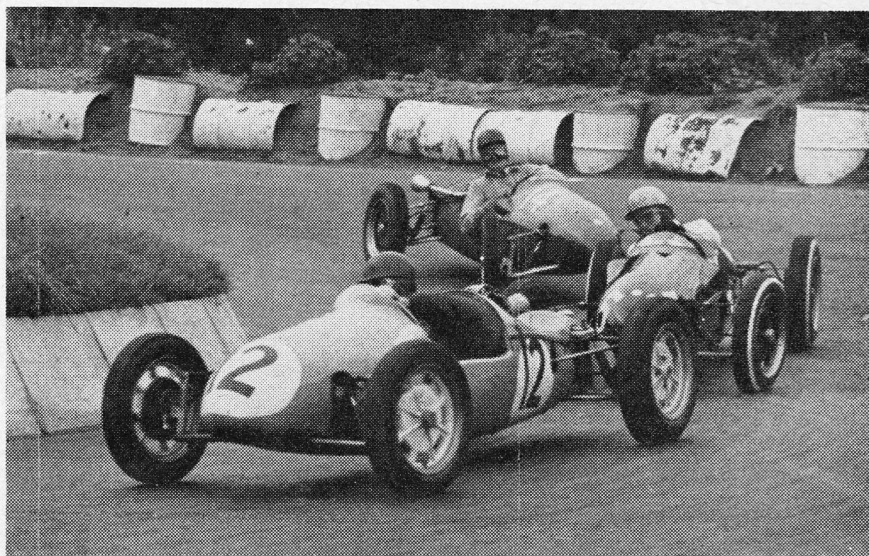
A 51-mile event run concurrently with the main race, the shorter one for F3 cars running on pump fuel, was won by T. Taylor, while fastest lap of the race was shared by Russell and Bridger at 69.24 m.p.h.—a tribute to the appalling conditions.

The following day at Snetterton Jim Russell's F3 record took a pasting from Trevor Taylor, who turned in a lap at 85.72 m.p.h. in the half-litre event at the Vanwall Trophy meeting. Russell, however, crossed the line first to win at 84.04 m.p.h.

It was Jim Russell again the following week-end at the B.R.S.C.C. Bank Holiday meeting at Brands Hatch. In the 20-lap 500 c.c. race he completely dominated the event after Stuart Lewis-Evans (Cooper-Norton) had been black-flagged to secure a loose engine cover on the Beart-tuned car. Stuart, however, made a splendid come-back, passing car after car and almost catching an amazed Russell on the line in one of the most sensational finishes ever seen at Brands. A. V. Cowley, who had crashed at Crystal Palace earlier the same day, finished third! Russell won at 70.64 m.p.h., but Lewis-Evans took the honours for fastest lap with a speed of 73.66 m.p.h.

At Crystal Palace on the same day, Tom Bridger (Cooper) won from M. C. Brackenbury (Cooper) and J. F. Denley (Cooper) at 71.87 m.p.h., also turning in fastest lap at 74.69 m.p.h. Alan Cowley and Don Parker, both on Coopers, were fighting hard for second place in this event when the two cars were involved in a spectacular crash, neither driver being hurt and Cowley, as mentioned earlier, being fit enough afterwards to gain a third place at Brands!

In Denmark on 17th-18th August a



*THREE at Mallory: Don Parker, veteran 500 c.c. exponent, leads T. Taylor and R. H. Hett out of Shaws Corner at the Leicestershire circuit.*



**RACING in the rain:** Derek Strange (Cooper) prepares to overtake N. T. Bradley (Cooper) at Silverstone during the rain-soaked Commander Yorke Trophy race over 101 miles in July.

500 c.c. race was run on the first day of a meeting at the Roskilde Ring. The highest-placed British competitor in this race was Donald Wagner (Cooper) who finished fifth. First three places went to Cooper cars using Norton engines, the winner being Sven Andersson. Andersson was harried in the F3 race on the following day by Gordon Jones (Cooper-Norton) but repeated his win.

Next big race for half-litre exponents at home was on 14th September at the *Daily Express* International Trophy meeting at Silverstone, when a 15-lap event concluded the day's sport. On the third lap Stuart Lewis-Evans (Beart-Cooper) secured the lead for keeps, while behind him the issue was hotly disputed by Jim Russell and Don Parker (Coopers), David Boshier-Jones and Tom Bridger being in fourth and fifth places. Lewis-Evans romped home with a 17-sec. lead, Russell heading Parker into second place by 2 secs.

A fortnight later, at Goodwood, where the B.A.R.C. put on a national meeting, Stuart Lewis-Evans rubbed it in by repeating his Silverstone performance. Jim Russell had taken the works Cooper round for fastest practice lap, but Lewis-Evans was first into Madgwick on the first lap and led all the way: his fastest lap at 86.92 m.p.h. set new F3 record figures for the circuit. Russell came home in second place and, after a race-long scrap with David Boshier-Jones (Cooper), Don Parker (Cooper) took third spot. Race average for Lewis-Evans was 85.7 m.p.h.

At Oulton Park on 5th October, for the Mid-Cheshire M.C. Gold Cup meeting, 500 c.c. cars provided background music for the serious business of the day—the F2 race. The little cars ran a 15-lap, 41-mile event and practice times in-

dicated some very high-speed lappery. Stuart Lewis-Evans put in fastest practice lap in 1 min. 59 secs., less than a second outside the lap record: Jim Russell was just 0.6 sec. behind him!

In the race, however, Russell snatched the lead from Lewis-Evans on the fourth lap and although the latter driver kept his Cooper never less than a length behind the Norfolk man—and often beside him!—Russell just could not be passed. At 10 laps, third placeman Tommy Bridger (Cooper) was 27 secs. behind the leading pair. Russell got home first, just 0.2 sec. in front of Lewis-Evans, with a race average of 80.89 m.p.h. Stuart put in fastest lap at 82.42 m.p.h., and Bridger finished third, almost a minute behind.

On the first lap, four cars became embroiled in a fairly dramatic pile-up: P. Robinson, H. S. Howlett and David Boshier-Jones received only slight injuries, but the fourth, Ivor Bueb, was taken to hospital with suspected chest

injuries. Luckily, these rumours proved unfounded and he, too, escaped, only slightly hurt.

This race left only the B.R.S.C.C. Boxing Day meeting at Brands Hatch, where there were two F3 events. The first—for drivers not placed first, second or third in 500 c.c. races apart from J.A.P. races and consolation events—was a clear win for A. T. Skelton (Martin-Norton) who romped home at 64.66 m.p.h. from E. V. Koring (Smith-J.A.P.). The second race, for the Yuletide Trophy, was for the senior men and this time it was the turn of A. V. Cowley (Cooper) who led all the way to win at 68.66 m.p.h., also turning in fastest lap at 70.41 m.p.h. Behind him came Don Parker (Cooper).

So the season ended, without very much that was new or exciting: certainly it was, again, very much a Russell and Cooper year.

MARTYN WATKINS.

## FORMULA 2 RESULTS

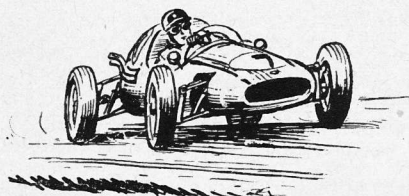
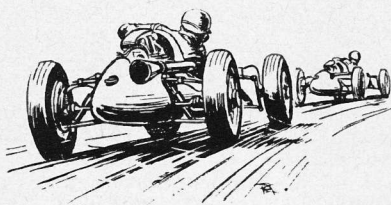
Date	Event	Circuit	First	Second	Third	Winner's Speed	Fastest Lap
22nd April	B.A.R.C. International Easter Meeting	Goodwood	C. A. S. Brooks (Cooper)	J. Brabham (Cooper)	R. Flockhart (Lotus Sports)	88.84 m.p.h.	R. Salvadori (Cooper) 91.52 m.p.h.
28th April	Naples G.P.	Posillipo	L. Musso (Ferrari)	U. Maglioli (Porsche Sports)	—	—	—
18th May	Maidstone and Mid-Kent M.C. National Meeting	Silverstone	A. E. Marsh (Cooper)	W. F. Moss (Cooper-Vincent 1,000)	G. Nixon (Cooper)	72.70 m.p.h.	—
19th May	B.R.S.C.C. Members' Meeting	Brands Hatch	G. Wicken (Cooper)	W. J. Whitehouse (Cooper)	I. E. Raby (Cooper Sports)	72.33 m.p.h.	Wicken, 74.40 m.p.h.
19th May	B.R.S.C.C. Members' Meeting (Second Race)	Brands Hatch	G. Wicken (Cooper)	P. D. Gammon (Cooper)	A. E. Marsh (Cooper)	72.00 m.p.h.	Wicken, 73.66 m.p.h.
19th May	Stanley Sears Trophy Meeting	Snetterton	T. Dickson (Lotus Sports)	W. Frost (Lotus Sports)	K. Greene (Cooper Sports)	83.82 m.p.h.	Dickson, 85.57 m.p.h.
9th June	B.R.S.C.C. Whitsun Meeting	Brands Hatch	J. Brabham (Cooper)	R. Salvadori (Cooper)	W. Mackay Fraser (Lotus)	72.70 m.p.h.	Brabham, 75.41 m.p.h. (record)
9th June	B.R.S.C.C. Whitsun Meeting (Second Race)	Brands Hatch	J. Brabham (Cooper)	W. Mackay Fraser (Lotus)	L. Leston (Cooper)	71.93 m.p.h.	Brabham, 74.15 m.p.h.
10th June	B.R.S.C.C. Whitsun Meeting London Trophy Race	Crystal Palace	J. Brabham (Cooper)	R. Salvadori (Cooper)	G. Wicken (Cooper)	77.90 m.p.h.	Brabham, 80.19 m.p.h. (record)
16th June	Prix de Paris Meeting	Montlhéry	J. Brabham (Cooper)	M. MacDowel (Cooper)	A. E. Marsh (Cooper)	89.68 m.p.h.	Brabham, 92.08 m.p.h. (record)

(Continued overleaf)



**Formula 2 Results—continued**

6th July	B.R.S.C.C. National Meeting	Mallory Park	A. E. Marsh (Cooper)	G. Wicken (Cooper)	—	—	Marsh, 86.48 m.p.h.
7th July	French G.P.	Rouen	J. Brabham/M. MacDowel (Cooper)	—	—	—	—
14th July	G.P. of Rheims	Rheims	M. Trintignant (Ferrari)	J. Lucas (Cooper)	A. E. Marsh (Cooper)	114.39 m.p.h.	J. Brabham (Cooper) 117.40 m.p.h.
4th August	German G.P.	Nürburgring	E. Barth (Porsche)	J. B. Naylor (Cooper)	G. de Beaufort (Porsche)	82.40 m.p.h.	R. Salvadori (Cooper) 84.50 m.p.h.
5th August	B.R.S.C.C. Meeting Rochester Trophy Race	Brands Hatch	J. Brabham (Cooper)	G. Wicken (Cooper)	R. Moore (Cooper)	—	Brabham and Wicken 74.40 m.p.h.
14th Sept.	International Trophy Meeting	Silverstone	R. Salvadori (Cooper)	G. Wicken (Cooper)	N. Cunningham-Reid (Cooper)	—	C. Allison (Lotus) 99.41 m.p.h. (record)
28th Sept.	B.A.R.C. National Meeting Woodcote Cup Race	Goodwood	R. Salvadori (Cooper)	J. Brabham (Cooper)	C. Allison (Lotus)	94.43 m.p.h.	Brabham, 96.00 m.p.h. (record)
5th Oct.	International Gold Cup Race	Oulton Park	J. Brabham (Cooper)	C. Allison (Lotus)	A. E. Marsh (Cooper)	84.96 m.p.h.	G. Hill (Lotus) 87.81 m.p.h. (record)

**FORMULA 3 RESULTS**

Date	Event	Circuit	First	Second	Third	Winner's Speed	Fastest Lap
31st March	B.R.S.C.C. Meeting	Brands Hatch	G. M. Jones (Cooper)	I. E. Raby (Cooper)	R. J. Barrett (Cooper)	70.22 m.p.h.	Jones/Raby, 72 m.p.h.
31st March	Snetterton M.R.C. Meeting	Snetterton	J. Russell (Cooper)	T. Bridger (Cooper)	D. J. Strange (Cooper)	81.61 m.p.h.	Russell, 83.94 m.p.h.
22nd April	B.R.S.C.C. Meeting	Brands Hatch	A. V. Cowley (Cooper)	I. E. Raby (Cooper)	J. Brown (Cooper)	69 m.p.h.	—
22nd April	Notts. S.C.C. Meeting	Mallory Park	P. Robinson (Cooper)	E. J. Moor (Wasp)	R. F. E. Catherwood (Cooper)	76.10 m.p.h.	—
22nd April	B.A.R.C. International Easter Meeting	Goodwood	S. Lewis-Evans (Cooper)	E. Hall (Cooper)	D. J. Strange (Cooper)	83.14 m.p.h.	Lewis-Evans, 84.54 m.p.h.
18th May	Maidstone and Mid-Kent M.C. National Meeting	Silverstone	J. Russell (Cooper)	T. Taylor (Cooper)	D. J. Strange (Cooper)	76.40 m.p.h.	—
19th May	B.R.S.C.C. Members' Meeting	Brands Hatch	D. Boshier-Jones (Cooper)	D. Parker (Cooper)	A. V. Cowley (Cooper)	71.51 m.p.h.	Boshier-Jones, 72.70 m.p.h.
19th May	Snetterton M.R.C. Stanley Sears Trophy Meeting	Snetterton	J. Russell (Cooper)	T. Bridger (Cooper)	T. Taylor (Cooper)	83.81 m.p.h.	Russell, 85.27 m.p.h.
9th June	B.R.S.C.C. Meeting	Brands Hatch	J. Russell (Cooper)	T. Bridger (Cooper)	D. Parker (Cooper)	71.63 m.p.h.	Bridger, 73.66 m.p.h.
10th June	B.R.S.C.C. Meeting	Crystal Palace	S. Lewis-Evans (Cooper)	J. Russell (Cooper)	T. Bridges (Cooper)	70.64 m.p.h.	Lewis-Evans, 72.31 m.p.h.
10th June	Notts. S.C.C. Meeting	Mallory Park	G. M. Jones (Cooper)	P. R. Proctor (Cooper)	A. C. Goodfellow (Cooper)	78.82 m.p.h.	Jones, 80.89 m.p.h.
6th July	B.R.S.C.C. National Meeting	Mallory Park	T. Taylor (Cooper)	D. Boshier-Jones (Cooper)	J. Russell (Cooper)	81.46 m.p.h.	Taylor, 83.51 m.p.h.
27th July	B.R.S.C.C. Commander Yorke Trophy Race	Silverstone	J. Russell (Cooper)	T. Bridger (Cooper)	T. Taylor (Cooper)	63.18 m.p.h.	Russell/Bridger, 69.24 m.p.h.
28th July	Vanwall Trophy Meeting	Snetterton	J. Russell (Cooper)	T. Taylor (Cooper)	T. Bridger (Cooper)	84.04 m.p.h.	Taylor, 85.72 m.p.h. (record)
5th August	Bank Holiday Meeting	Brands Hatch	J. Russell (Cooper)	S. Lewis-Evans (Cooper)	A. V. Cowley (Cooper)	70.64 m.p.h.	Lewis-Evans, 73.66 m.p.h.
5th August	B.A.R.C. Meeting	Crystal Palace	T. Bridger (Cooper)	M. C. Brackenbury (Cooper)	J. F. Denley (Cooper)	71.87 m.p.h.	Bridger, 74.69 m.p.h.
17th-18th August	Opening Meeting	Roskilde Ring Denmark	S. Andersson (Cooper)	P. Rasmussen (Cooper)	J. Nordell (Cooper)	—	—
14th Sept.	International Trophy Meeting	Silverstone	S. Lewis-Evans (Cooper)	J. Russell (Cooper)	D. Parker (Cooper)	—	—
28th Sept.	B.A.R.C. National Meeting	Goodwood	S. Lewis-Evans (Cooper)	J. Russell (Cooper)	D. Parker (Cooper)	85.70 m.p.h.	Lewis-Evans, 86.92 m.p.h.
5th Oct.	International Gold Cup Meeting	Oulton Park	J. Russell (Cooper)	S. Lewis-Evans (Cooper)	T. Bridger (Cooper)	80.89 m.p.h.	Lewis-Evans, 82.42 m.p.h.
6th Oct.	Sporting Record Trophy Meeting	Brands Hatch	T. Bridger (Cooper)	D. Parker (Cooper)	A. V. Cowley (Cooper)	71.31 m.p.h.	Bridger, 72.70 m.p.h.



# JOHN BOLSTER discusses the **SUSPENSION** of production cars

My last article on suspension dealt principally with the application of independent rear springing to racing cars. When Mercedes-Benz built their first "all-independent" racers and entirely altered the face of motor racing in 1934, they stated that the advantage of four-wheel independence was superior road-holding and the possibility of building a lighter car. Those particular virtues are of value in a production car, but there are others of even greater importance to the average buyer.

Perhaps the greatest advantages are: the better riding on bad roads that all the occupants experience; the slightly cheaper production cost of a well-designed all-independent car; and the greater room for passengers and luggage that can be provided in a body of similar external dimensions.

The improved riding comfort must follow from the reduction in unsprung weight. The cost factor results from the combination of the change speed gear with the final drive, for a separate rear axle on semi-elliptic springs is an expensive assembly that is wasteful of materials. The extra room comes from the elimination of the propeller shaft tunnel. This tunnel must be both tall and wide in a modern, low-built car, for it must be remembered that not only does the shaft move up and down during suspension deflection, but it also travels sideways when the car rolls on corners. The stupendous noise and shower of sparks as the whirling shaft grinds against the side of its tunnel are well known to those who overdrive certain family saloons.

The axle itself does not trespass on the actual passenger accommodation as once it did, because the rear seat squab is now ahead of it. The nose piece in the centre, and the universal joint, do limit the amount of padding at the middle of the seat, though. Some independent rear ends give greatly increased

luggage space, of which the Citroën is perhaps the best example. The long trailing arms, which carry the wheels, permit all the space behind the rear seat squab to be utilised, for there is no axle beam. The depth of the luggage boot is astonishing, in fact its floor is also the undershield of the car, for the spare wheel is right in front, ahead of the radiator. The absence of any form of transmission all adds to the luggage space, and that brings us to the ever-green argument of front drive versus rear drive.

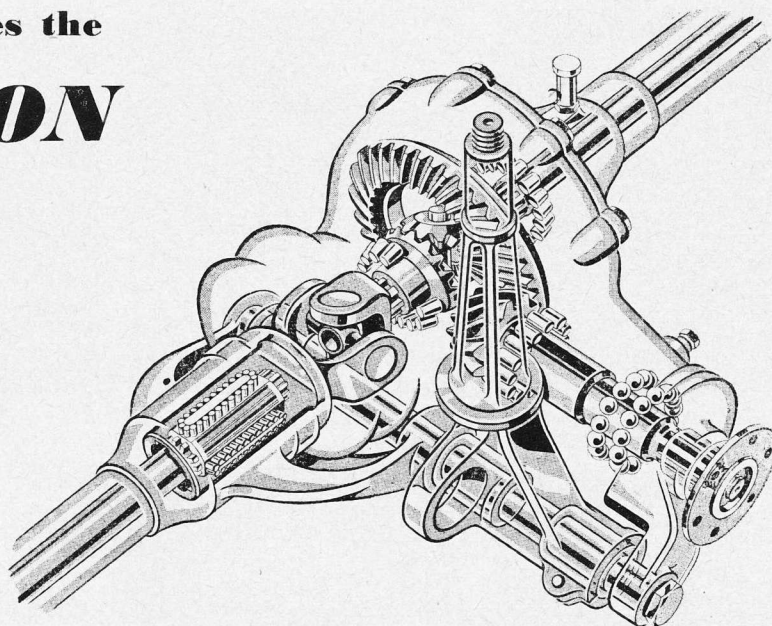
Assuming, for the moment, that the engine, gearbox, and final drive are in unit in both cases, the rear-engined car will have fractionally more passenger space, and the front-drive a slight bonus in luggage room. A front luggage boot can be quite spacious, but it must suffer a slight reduction in capacity in allowing the steered road wheels to swivel on to full lock. In any case, both arrangements score heavily over the old prop-

shaft and axle layout. The deciding factor is really cost, for the rear-engined design has fewer wearing parts and is appreciably simpler to construct.

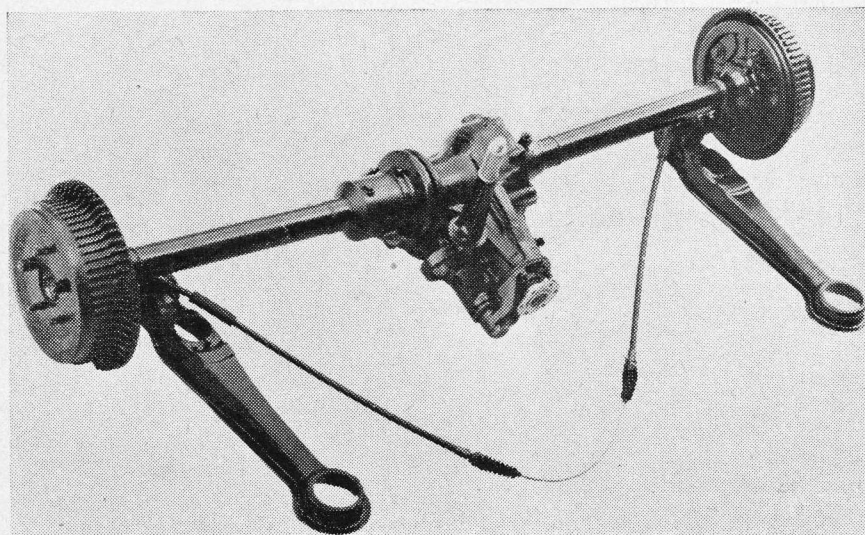
Many people admire rear-engined cars because of their superior traction on wet grass and snow. That is beyond question, but the Citroën "Goddess" is quite impressive in this connection, in spite of having front wheel drive. This is because literally two-thirds of the weight is on the front tyres. By far the worst cars for wheelspin are those with old-style rear drive and heavy engines mounted far forward. I know three six-cylinder cars of approximately 2½ litres capacity on which one can never use full throttle on the lower gears when driving on wet and greasy roads. This, of course, is absurd, but with 60 per cent. of the weight on the front wheels, and the drive going to a back axle that is located only by leaf springs, one can expect nothing else.

Where the rear-engined car falls down is in its unsuitability for station-wagon bodies. I do not say that a van or station-wagon could not be constructed on a rear-engined chassis, but I have yet to see it done satisfactorily. As this type of body is becoming more and more popular, it is a serious setback. Front wheel drive has no disadvantages for vans, and Citroën have for years built such vehicles. It is interesting that Peugeot have for a long time constructed front-driven delivery vans, but until recently they carried the name Chenard et Walcker. One feels that this may have been because they did not, at that time, want the name Peugeot to be associated with f.w.d., for their delivery

(Continued on page 96)



"THE RENAULT DAUPHINE", says Bolster, "has a highly ingenious arrangement, whereby the flexible engine mountings allow the unit to move in a sense that confers understeer." Shown here is the neat rear axle lay-out.

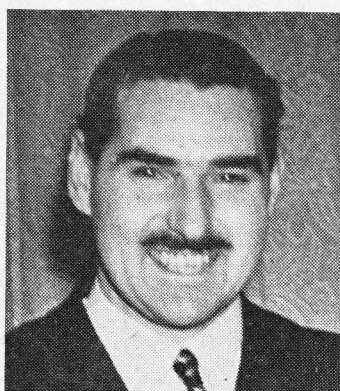


TEUTONIC INGENUITY: The single-joint swing axle of the Mercedes-Benz passenger cars, equipped with turbo brakes as on the 190 model. Fore-and-aft location is effected by short radius arms.





LES LESTON  
(Riley)



RONNIE ADAMS  
(Ford Zephyr)



JACK SEARS  
(Austin 105)



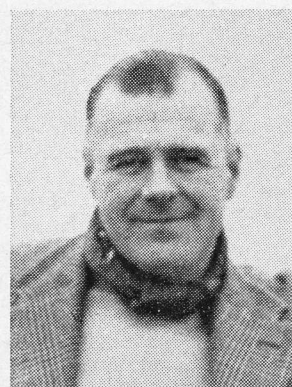
RAYMOND BAXTER  
(Aston Martin)



PETER JOPP  
(Sunbeam Rapier)



SYDNEY ALLARD  
(Ford Zephyr)



JOHN GOTT  
(Volesey)



BETTY HAIG  
(Triumph TR3)



Together again—this time in a Riley, racing drivers JOHN YOUNG, JOHN COOMBS and ROY SALVADORI.



In a Jaguar—GEORGE JOPP, JOHN BRYANT and R. DETSINY.



PETER DIMMOCK  
(Humber)



P. G. WALTON  
(Jaguar)



IVOR BUEB  
(Sunbeam Rapier)



MAURICE GATSONIDES  
(Triumph TR3)



PETER BOLTON  
(Triumph TR3)



SNOW is forecast for the Alpine regions, such as this scene at the Col de Porte.

At 0341 hrs. on Wednesday, 22nd January, A. K. Stevenson, Secretary of the Royal Scottish Automobile Club, will give the signal that will start off Frank Ward and Gerald Cooper (Jaguar) on the way to Monte Carlo. For this is the 27th Rallye Automobile Monte Carlo, last held in 1956 when it was won by Ronnie Adams/Frank Bigger (Mk. VII Jaguar). This year it has attracted 342 entries, of which 135 are supplied by Great Britain, and 92 are starting from the Second City.

Despite the early hour of the start, crowds will doubtless turn up at Blythswood Square to watch competitors, possibly envying the crews their participation in the famous winter rally, which eventually takes them to the sunshine of the French Riviera. Yet it is no pleasure trip; the 1958 event promises to



# PER ARDUA AD SOLEM

Next Week the Monte Carlo Rally Starts—Large British Entry—Details of Glasgow Starters, Times and Routes

be one of the most difficult of the series, even if the weather remains favourable. There is no gamble quite like the "Monte"; with close on 2,000 miles to be covered before the end of the first stage, crews are bound to experience a wide variety of road and weather conditions. Then comes the *piece de resistance*; after

## By GREGOR GRANT

accidental or otherwise, are the heaviest ever to be imposed in a Monte Carlo rally. Again, heavy penalties will also be the outcome of breaking any of the French road traffic laws; and if any competitor is discovered in the act of exceeding the highest permitted average speed between any two points, the penalty will be exclusion.

The marques competing total 49, representing eight manufacturing countries. The makes are as follow: **Germany:** BMW (3); Borgward (6); DKW (20); Ford Taunus (2); Goliath (2); Mercedes-Benz (6); Opel (2); Porsche (10) and Volkswagen (10). **U.S.A.:** Ford (2);

Plymouth (1). **Spain:** S.E.A.T. (2). **France:** Brissonneau-Renault (3); Citroën (13); D.B.-Panhard (3); Panhard (5); Peugeot (13); Renault (14); Salmson (2) and Simca (17). **Italy:** Alfa Romeo (25); Fiat (2); Ferrari (1); Lancia (2); Fiat-Abarth (1). **Sweden:** SAAB (7); Volvo (5). **Czechoslovakia:** Skoda (1). **Great Britain:** A.C. (3); Armstrong Siddeley (1); Austin (17); Austin-Healey (1); Aston Martin (2); Bristol (1); Daimler (1); Ford (25); Hillman (2); Humber (3); Jaguar (30); M.G. (10); Morris (5); Riley (10); Rover (1); Singer (3); Sunbeam (21); Triumph (13); Vauxhall (2); Wolseley (2).

Thus easily the most popular make is Jaguar with 30 entries, followed by Ford and Alfa Romeo each with 25. Yet, with the large representation of Alfa

### THE ROUTE FROM GLASGOW

(Start 0341 hrs., 22nd January, 1958)

Glasgow (0), Newton Mearns (10.5), Kilmarnock (33.2), Ayr (52.1), Girvan (78.8), Stranraer (134.9), Newton Stewart (191.1), Dumfries (250), Carlisle (305), Penrith (335), Scotch Corner (416), Boroughbridge (460), Ferrybridge (508), Doncaster (533), Barnby Moor Time Control (565), Newark (602), Grantham (626), Stamford (659), Norman Cross (682), Biggleswade (731), Stevenage (754), South Mimms (Middlesex Arms) (782), Finchley (Fallowden Way) (797), London Bridge (811), Lewisham (820), Wrotham (852), Maidstone (867), Dover (934). Time Control.

Figures in parentheses denote total distance in kilometres. To work out probable time of arrival of first competitors add distance to 0341 and convert to hours and minutes. This is based on average speed of 60 k.p.h. However, up to 80 k.p.h. may be averaged, with consequent much earlier times of passage. On this page is a full list of starters from Glasgow, with their competition numbers. They will start at one-minute intervals from the zero time above, commencing with car No. 133.

a six hours rest period commences the 1,000 kilometres eliminating test, over a route covering the Alps and the Massif Central. It will be no easy matter having to average just 30-37 m.p.h., particularly when some sections may be timed to as little as one-tenth of a second, and secret time controls will be operated. Just to make it even more difficult, it is strictly forbidden deliberately to stop cars within 5 kilometres of an announced control, unless to refuel, repair a puncture and so on. Also, folk who press on regardless of damage to their vehicles will have to take greater care, for the penalties for damage,

(Left) Several of the better-known British competitors, most of whom start from Glasgow.

## SPOT THEM BY THEIR NUMBERS

133, F. Ward/G. Cooper (Jaguar); 134, C. Corbishley/P. Simister (Standard); 135, H. Harper/A. Wright/D. Ward (M.G.); 136, G. Grant/C. Brasher (M.G.); 137, J. Meikle/T. Murray (Hillman); 138, W. Shepherd/J. Williamson (Austin); 139, Count de Ch. Salis/Capt. I. Ramsden (Aston Martin); 140, A. Warren/Mrs. P. Ledebuer (Jaguar); 141, E. Hodson/R. Adamson (Jaguar); 142, Viscount G. Boyne/D. Brazzez (Jaguar); 143, A. Hartnell/K. Brierley (Ford); 144, A. McCracken/Mrs. J. McCracken (Jaguar); 145, J. Dickinson/J. Foster/H. Cooper (Ford); 146, Miss B. Haig/Miss B. Marshall (Triumph); 147, Dr. I. Cameron/C. Lewis (Standard); 148, R. Vicat Cole/H. Mainl (M.G.); 149, K. McLennan/K. Law (Jaguar); 150, A. Meredith Owen/A. Pitts (Austin); 151, P. Bolton/P. Craven (Triumph); 152, G. Chanley/K. Horner (Austin); 153, F. Bigger\*/R. Holmes (Austin); 154, Dr. A. Mitchell/J. Roberts (Wolseley); 155, J. Millard\*/D. Reynolds (Austin); 156, B. Ross/R. Rowe (Austin); 157, J. Trigg/Mrs. N. Trigg (Sunbeam); 158, J. Banks/C. Dunham/R. M. Smith (Rover); 159, K. Richardson/Mrs. V. Richardson (Ford); 160, J. Stoddart/R. Burn (Standard); 161, W. Teague/V. Smith (Jaguar); 162, D. Brown/X (Renault); 163, H. O'Connor Rorke/A. Burton (Jaguar); 164, G. Lewis/R. Linley (Sunbeam); 165, A. Khan/X (X); 166, S. Carruthers/G. Allen (Ford); 167, G. Faulkner/R. Wheller (Jaguar); 168, F. Vivian/Mrs. A. Vivian (Singer); 169, R. Adams/E. McMillen (Ford); 170, R. Hooper/X (Sunbeam); 171, B. Whiteway/J. Graag (Morris); 172, D. Kirk/J. Orr (Jaguar); 173, J. Wallwork/J. Beaumont (Standard); 174, R. Holt/X (Jaguar); 175, Major I. Baillie/E. Grennall (Jaguar); 176, D. Milton/D. Milton (Austin); 177, W. Sutherland/R. Stokes (Riley); 178, R. Harris/A. Napper

(Austin); 179, R. Davis/X (X); 180, R. T. Haddow/J. D. Melvin (Sunbeam); 181, H. Seigle Morris/J. Reeves (M.G.); 182, F. Grounds/W. Johnson (Austin); 183, G. King/C. Sproston (Ford); 184, W. Burnett/R. Crawford (Jaguar); 185, V. Cooper/G. Barker/A. Shinn (Jaguar); 186, G. Heaps/W. Jones (Morris); 187, E. Yardley/G. Oddy (Sunbeam); 188, Mrs. L. Snow/Mrs. R. Stanton (Morris); 189, J. Boardman/E. Jackson (Ford); 190, J. Cuff/P. Hindley (Ford); 191, Mrs. A. Hall/Mrs. Y. Jackson (Ford); 192, E. Walker/J. Lee (Armstrong); 193, L. Leston/G. Wilkins (Riley); 194, P. Walton/M. Martin (Jaguar); 195, T. White/B. McAdam (Jaguar); 196, E. Haddon/L. Norman (Jaguar); 197, R. Hodson/H. Harrop (Hillman); 198, D. Taylor/L. Tracey (Jaguar); 199, J. Cotter/J. A. Harris/C. Pave (Humber); 200, F. Marchant/A. Perham (Ford); 201, W. Franklin/D. Burgess (Ford); 202, W. Todd/B. McCaldin (Ford); 203, Miss C. Neil/F. Dundas (Vanguard); 204, R. Baxter/J. Reece (Aston Martin); 205, E. Bradfield Brett/D. Segall (Vauxhall); 206, D. Lawrence/T. Saunders (Riley); 207, J. Ray/W. Bleakley (Sunbeam); 208, L. Enion/L. Litchfield (X); 209, E. Evans/E. Stephens (Sunbeam); 210, J. McLaughlin/I. McLaughlin (Triumph); 211, E. Brinkman/D. Silverthorn (Jaguar); 212, G. Jopp/R. Deisny (Jaguar); 213, D. Stavert/X (X); 214, R. Dalglish/G. Brass (Triumph); 215, J. Campbell/C. Davidson (Riley); 216, D. Sesall/X (X); 217, C. Vard\*/A. Jolley (Simca); 218, H. Appleby/F. Baker/Braithwaite (Austin); 219, G. Burgess/S. Croft Pearson (Ford); 220, M. Davies/Casswell-Kinnersley (Triumph); 221, L. Taylor/J. Laing (Sunbeam); 222, J. Young/H. Coombs (Riley); 223, G. Parkes/G. Howard (Jaguar); 224, S. Allard/T. Allard (Ford).

\* Eire. † Pakistan.





WILBERT TODD  
(Ford)



FRANK BIGGER  
(Austin)



CECIL VARD  
(Simca)



CHRIS BRASHER  
(M.G. Magnette)



GERRY BURGESS  
(Ford)



PAT MOSS  
(Morris Minor)



CUTH HARRISON  
(Ford)



TOMMY WISDOM  
(Austin-Healey)



ANNIE SOISBAULT  
(Triumph)



JIMMY RAY  
(Sunbeam Rapier)

Romeo, it is significant that only four Italian nationals will be driving in the rally. The Italians obviously do not care overmuch for long-distance winter rallies.

From Great Britain are entered several manufacturers' teams; these are from B.M.C., Rootes, Standard-Triumph and Ford. Norman Garrad had provisionally secured the services of Stirling Moss and Peter Collins as co-drivers in Sunbeam Rapiers, but prior engagements in the G.P. of Argentina prevented their participation. Nevertheless, Rootes have an extremely strong team, comprising Peter Harper/Peter Elbra; David Humphrey/Ivor Bueb; Peter Garnier/Peter Jopp and Mary Handley-Page/Doreen Reece/Lola Grounds. Harper is one of this country's finest rally drivers, and is long overdue for a major success.

Ken Richardson is obviously pinning his faith on the ability of Grand Touring cars to get through if the going is bad; TR3 Triumphs will be driven by the powerful team of Becquart/Gatsonides; John Waddington/John Wood; Paddy Hopkirk/John Scott; Annie Soisbault/Pat Ozanne. The first named are both ex-winners, Gatso (Ford) in 1953, and Becquart (Hotchkiss) in 1950. However, Waddington and Hopkirk are exceedingly skilful rallymen, and "Annie the Sauceboat" is Triumph's hope for the "Coupe des Dames", won by Sheila Van Damm (Sunbeam) in 1955, shared by Lady Jardine (Lancia) in 1931, won by Mrs. Vaughan (Triumph) the year after, and by the Hon. Mrs. Victor Bruce (A.C.) in 1927. Ken has also a semi-works entry in the shape of a trio of Standard Ensigns, with British army officers as crews.

Marcus Chambers is responsible for Riley, Austin, Austin-Healey, Morris, Wolseley and M.G. in the B.M.C. line-up. He is having two shots at the "Coupe des Dames" with Nancy Mitchell/Joan Johns (M.G. Magnette) and Pat Moss/Anne Wisdom (Minor). The remaining works entries are John Bremner/Tony Oldsworth (1.5 Riley),

Ray Brookes/Edward Brookes (1.5 Riley), John Gott/Chris Tooley (Wolseley), John Sprinzel/Willy Cave (Austin-A35), Bill Shepherd/John Williamson (Austin 105), Jack Sears/Ken Best (Austin 105), Tom Wisdom (Austin-Healey) and Mike Couper (Austin 105). Eddie Fabrous has two separate Zephyr teams, and the very skilled "Coupe des Dames" entry of Anne Hall/Yvonne Jackson. Well-known names abound in the Ford onslaught, such as Cuth Harrison/John Harrison; Edward Harrison/Dick Habershon; Denis Scott/Ken Armstrong; Sidney Allard/Leslie Allard; Ronnie Adams/Ernie McMillen. Allard won with an Allard in 1952, whilst Adams secured victory in a Jaguar in 1956.

Still, as has been proved in the past, the factory teams may not have it all their own way. Many well-known and successful rally exponents are in the ranks of the private owners. For instance there are Cyril Corbishley/Phil Simister (Standard), Betty Haig/Betty Marshall (Triumph), Arthur Meredith-Owen/Alick Pitts (Austin), Peter Bolton/Peter Craven (Triumph), Bill Banks/Gerry Dunham (Rover), Frank Bigger/Robin Holmes (Austin), Johnny Wallwork/John Beaumont (Standard), John Boardman/Eric Jackson (Ford), Dennis Taylor/Lew Tracey (Jaguar), Wilbert Todd/Brian McCaldin (Ford), Jimmy Ray/Bill Bleakley (Rapier), the Sutherland brothers (Riley), Cecil Vard/Arthur Jolley (Simca), Gerry Burgess/Sam Croft-Pearson (Ford), John Patten/Brian Stafford (1.5 Riley) and many others, all capable of carrying off awards.

#### ON THE AIR

##### B.B.C. and I.T.A. Radio and TV Plans

##### Television

**B.B.C.**—Peter Dimmock and Ronnie Noble are in a Humber starting from Paris and will be doing film reports and recordings *en route* and at Monte Carlo.

**Studio Arrangements:** 22nd January, 8.15-9 p.m. "Sportsview", 23rd and 24th January, 6.45 p.m. "To-night" (filmed sequences), 10.30 p.m. "Sports Special". Also interviews from Monte Carlo.

**Eurovision,** 27th and 28th January, "To-night" and interviews. 29th January, "Sportsview", films and interviews.

##### \* \* \*

**I.T.A.:** John Colter, J. Harris and Cyril Page start from Glasgow in a Humber, doing films and recordings *en route*.

**Studio Arrangements:** All news bulletins. 29th January, "Roving Report", 6 p.m., Reginald Bosanquet.

##### Radio

**B.B.C. Light Programme:** Raymond Baxter and Jack Reece start from Glasgow in an Aston Martin, the former doing regular reports, Robin Richards will be with Paris starters.

**Studio Arrangements:** Brian Johnson gives latest news from all starting controls. 21st/27th January (Tuesday till Friday), 10.40-10.55 p.m., (Saturday) 10.15-10.30 p.m., (Sunday) 5.45-5.58 p.m., (Monday) 9.31-9.36 p.m. Programmes produced by Henry Riddell.

Also frequent broadcasts from Radio Monte-Carlo and main French broadcasting stations.







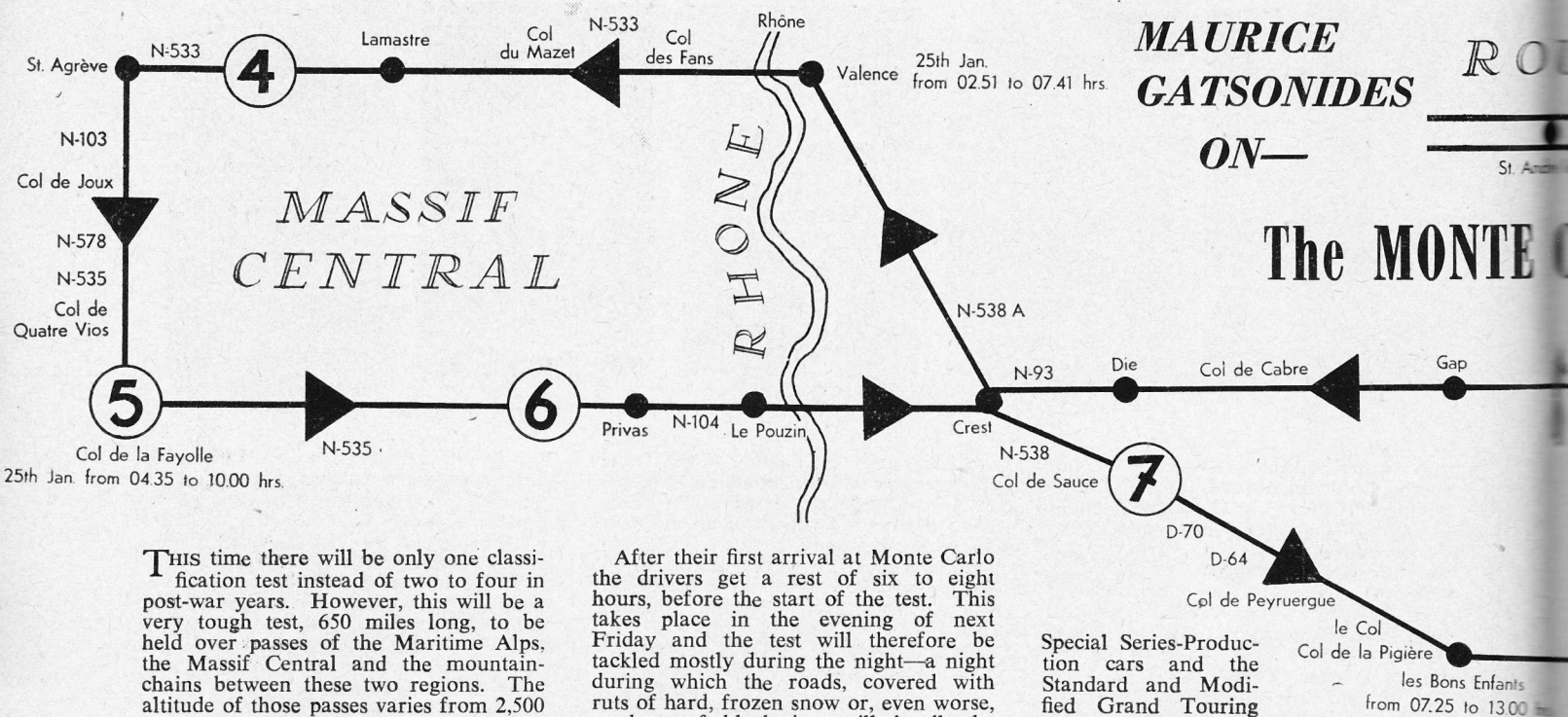
# MAURICE GATSONIDES

ON—

## The MONTE

R O U

St. Amand



THIS time there will be only one classification test instead of two to four in post-war years. However, this will be a very tough test, 650 miles long, to be held over passes of the Maritime Alps, the Massif Central and the mountain-chains between these two regions. The altitude of those passes varies from 2,500 to well over 5,000 feet, not so high in comparison with the well-known Cols in the High Alps, but these tortuous, steep, narrow roads demand more skill from the man at the wheel than those high passes, which one crosses in long queues of tourists in the summer.

After their first arrival at Monte Carlo the drivers get a rest of six to eight hours, before the start of the test. This takes place in the evening of next Friday and the test will therefore be tackled mostly during the night—a night during which the roads, covered with ruts of hard, frozen snow or, even worse, a sheet of black ice, will hardly be visible through the fog, because fog is a very common natural phenomenon in the regions at this time of the year.

That is what the competitors may expect. On top of that come the instructions, unknown until the very moment of the "off". One can only guess and calculate from the published time schedule that the averages will vary from 50 to 60 k.p.h., or somewhere around the 35 m.p.h. figure. On most of the sections, into which the 650 miles will be split up, there will be a "ceiling", an average of 20 per cent. more than the set minimum one. The drivers have to keep their average between these two figures if they want to keep their sheets clean. So it will hardly be possible to make up for time lost in previous tough sections or achieve time in hand for next ones.

While this does not sound easy, the organizers, headed by Monsieur Jacques Taffe, reserve the right to impose for some sections a "Régularité Totale", which means an "absolute regularity". In these cases there will be a time-allowance, but of only a few seconds per kilometre. This margin will be approximately 30 per cent. less for the cars entered in the Second Category, i.e., the

Special Series-Production cars and the Standard and Modified Grand Touring cars. The minimum speed remains the same for all. Penalties are for every tenth of a second fast or slow!

Of the 342 crews entered, some 10 per cent. might not turn up for the start, which is usual. So there should be well over 300 in the Rally, of which 10 to 25 per cent. are expected to abandon. Even more, if capricious King Winter wishes to strike really hard.

The organizers expect some 200 cars at the start of the test, as they do not think that many competitors will make use of their right, this year for the first time, to notify the rally authorities that they do not wish to compete in the classification test. These people will be qualified as finishers, but their names will appear behind those of the drivers that start for the test.

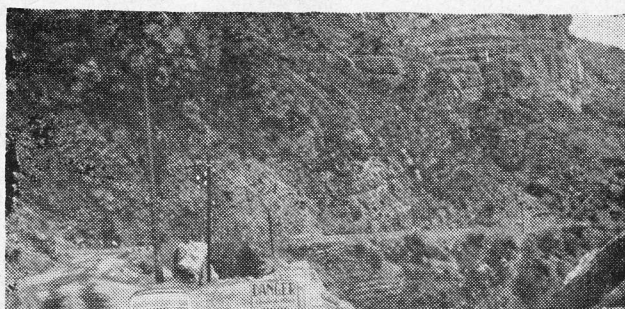
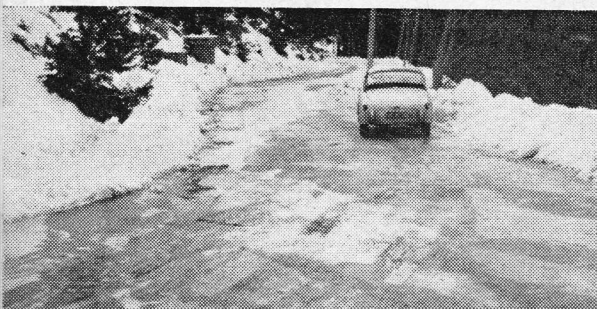
How many cars will return of those estimated 200 can only be guessed. And of these who return after 20 gruelling hours, several may show signs of contact with the rather hard scenery. This year for the first time in the "Monte", damage to body and mudguard will be penalized. However, only obvious dents will be penalized, not minor ones nor scratches of the paintwork.



5. (Above) This Pass was blocked by snow during Christmas. The road has been cleared in the meantime, but the white cover will be present here as well, until the plants start to flower.

6. (Below) After descending many of these icy bends the road improves a bit and over the N-104 the rally drivers get to Le Pouzin at the River Rhône, where, after crossing the bridge, they can relax for some 20 minutes only, until difficulty number 3 starts at Crest. The itinerary turns South-East and follows secondary roads, where—in the summer—the Alpine Rally and Liège-Rome-Liège pass. These sections in the two events are so tight in this region that most drivers are penalized. So, what can the Monte driver expect?

7. (Below) These narrow gorges are dangerous, according to the sign, through falling rocks. They have to be crossed, also some four or five passes, until 85 miles from Crest, the main road is reached. Here, on the N-85, the Route Napoléon, it will be daylight for everyone. At the foot of the Maritime Alps difficulty number 4 starts at the same spot where number one ended. Again some 65 miles of rough going, finishing at the Harbour of Monte Carlo.

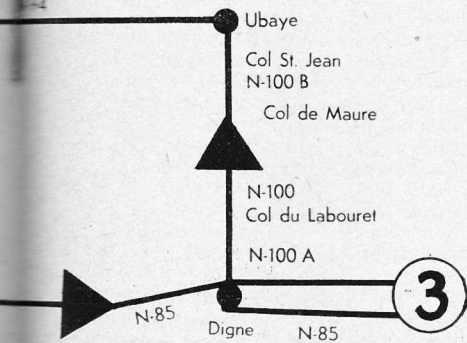




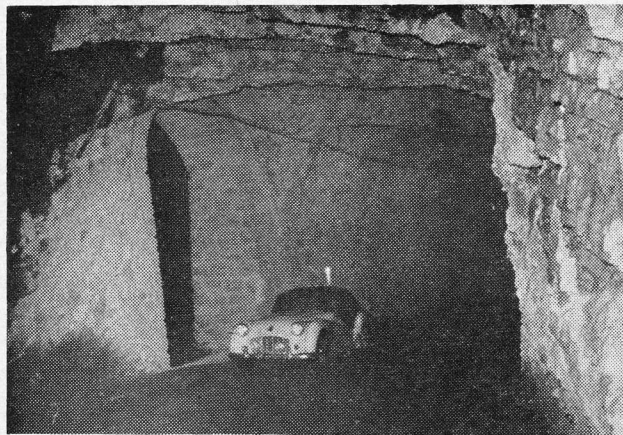
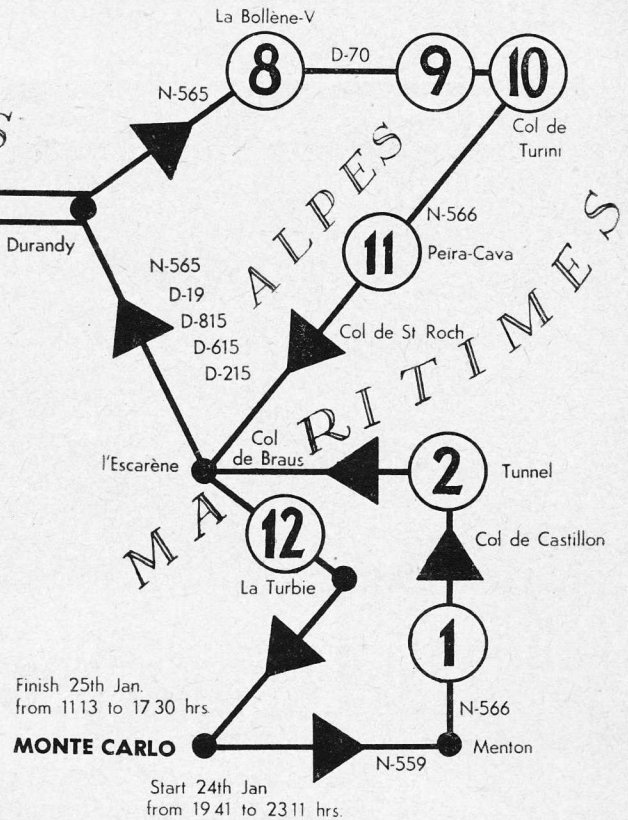
# ROUTE D'HIVER DES ALPES

## MARCO RALLY CLASSIFICATION TEST

(Photographs by the Author)



1. This sign, reflecting in the headlights, on the climb of the very first pass, the Col de Castillon, warns of slippery roads, a hazard to be watched during the 20 hours that follow.



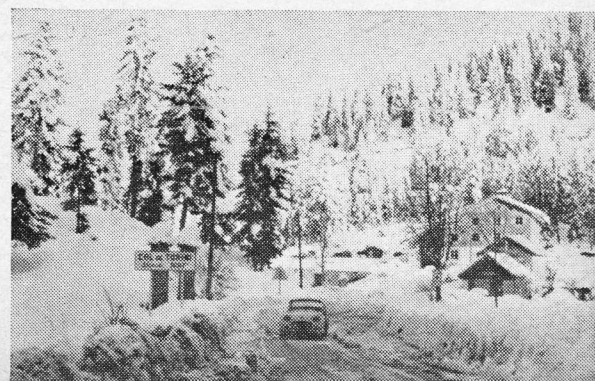
2. (Above) After taking the tunnel at the top of this Pass one continues over a narrow winding road on the North side of the first chain of mountains, which therefore never feel the warming rays of the sun. The Col de Braus, well known in many post-war tests, follows immediately. Many tortuous, narrow, steep roads lead the competitors to Pont Durandy, 65 miles from the start. These short bends may make the co-driver sick, as he has to watch carefully speedometer, stop-watches, slide-rule, tables, average-speed-indicators and every other sort of clever gadget. Once in the valley of the River Var, 80 miles of the main road linking Central France with the South-East coast brings the drivers through . . .

3. (Above) . . . this tunnel to Digne. From here they turn to the North over recently rebuilt roads and passes, hardly worth mentioning. Once on N-94, the road gets even better and turns to the West, via Gap and the nearly 4,000 feet high Col de Cabre (where one has to be very careful), through Crest to Valence. Here begins difficulty number 2, a 100-mile stretch of road which starts and finishes at the River Rhône. This winding road climbs and dives over the South-Eastern chains of the Massif Central, a region notorious for its rough winters.

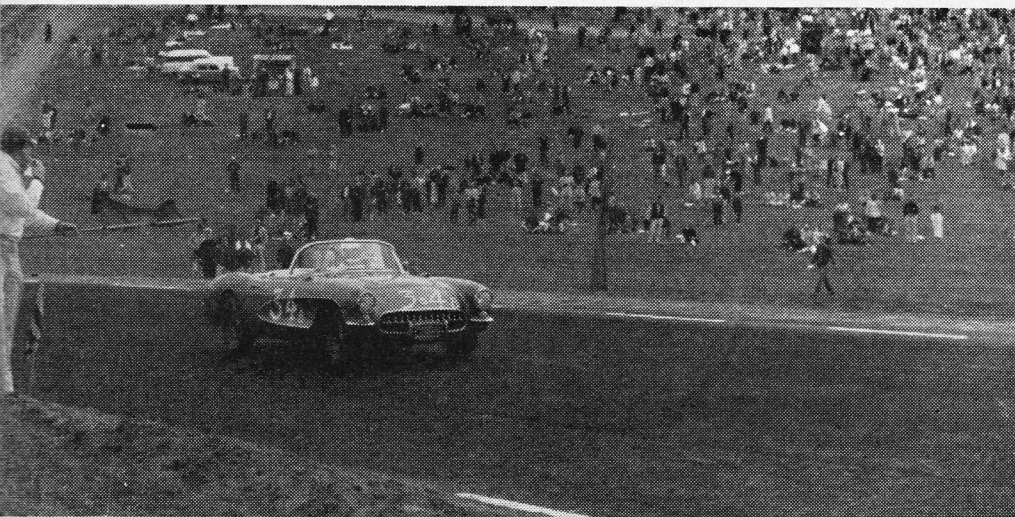
4. (Above) A month ago several fallen trees blocked the road between Lamastre and St. Agrève. These trees will be cleared away but the road in the meantime will be covered with a white sheet which will not disappear before spring. Competitors from Glasgow and Paris, carrying the highest numbers, who start two to three hours after the spearhead, will see the sun rise here.

8. (Below) These "lacets" (French for shoelaces) bring the cars up to . . .

9 and 10. (Below) . . . the summit of the Col de Turini, the highest of the lot, at 5,272 feet altitude. Here, and at Peira-Cava on the steep hill down, people can go ski-ing all winter through —only 25 miles from Nice.







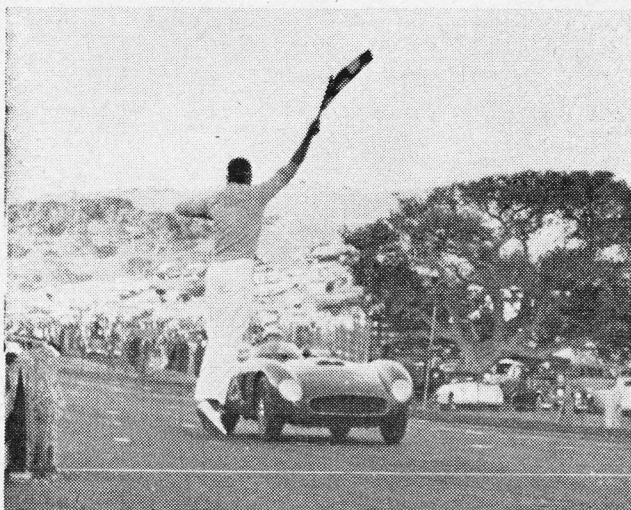
# The Laguna Seca "National"

*Pete Lovely and Sam Weiss each Win Main Events on a New Circuit Before the Largest Race Attendance in California History*

By **GORDON H. MARTIN**

THE inauguration of the fabulous new 1.9-mile Laguna Seca race circuit drew over 60,000 spectators to set a new sports car race attendance record for the Western United States. Driving a 2.0 Ferrari Testa Rossa, Pete Lovely (former U.S. 1.5-litre Champion) of Seattle, Washington, took this opportunity to snatch the Del Monte Trophy race for over 1,500 c.c. modified cars away from John von Neumann and his 2.5 Ferrari to win his first over 1,500 c.c. main event. The semi-main event, the Pebble Beach Cup race for under 1,500 c.c. sports cars, proved an easy win for the wizardry of Sam Weiss in a Porsche 550-RS Spyder.

THE scene of one of the most successful race week-ends in U.S. sports car racing took place near the beautifully



★  
THE 44-LAP CHASE! Pete Lovely (above) aboard his 2-litre Ferrari Testa Rossa shown chasing John von Neumann's 2.5-litre Testa Rossa Ferrari. The duel lasted for 44 laps before the unexpected gave Lovely his first main event win (left) in the Del Monte Trophy Race.  
★

THE NEW LAGUNA SECA circuit is surrounded by hills that form natural "bleachers" for the thousands of race fans. Cloyd Grey (Corvette), second-place winner in the over 1,500 c.c. production car race, goes storming by.

scenic Monterey Bay about 100 miles south of San Francisco. The owners of this new course, located about 12 miles from the famous Pebble Beach circuit (now abandoned as too dangerous), received permission to hold a Sports Car Club of America National Championship race in conjunction with their inauguration. This, of course, drew entries from all over the U.S. and helped to swell the overflow attendance. The fact that the course circles a dry lake which in turn is surrounded by high hills making it possible to observe from 50 to 75 per cent. of the course from almost any point, makes Laguna Seca one of the finest spectator circuits in the world. To make it interesting from a driver's point of view, the circuit is made up of short straights and long fast bends except at one point where the road leaves the dry lake area and climbs rapidly to an elevation of nearly 300 feet and then dives down again through a series of tricky esses back to its former level.

The first day of the meeting was occupied with several hours of practice followed by a number of class races to qualify the cars for the grid positions for Sunday's four main and semi-main events. The first race on Sunday for

production sports cars of under 1,500 c.c. was an easy win for Skip Hudson's Porsche Carrera Speedster. He averaged 65.0 m.p.h. for the 38-mile, 20-lap race (35 mins. 6.8 secs.). A hard-fought dice for second place finally went to Carl Meyer in a Porsche 1600 Super, who was able to outdistance the superior Porsche Carrera of Ed Vincent. The highest placed M.G.A. of Jack Dalton finished sixth behind five Porsches. The 1,300 c.c. class winner was Fred Woodward in an Alfa Romeo Veloce.

Bill Love, probably the best 2-litre pilot in the U.S., shrugged off the difference in displacement between his production A.C.-Bristol and the 5-litre-plus of the mighty Corvettes and blasted home first in the over 1,500 c.c. production sports car race. His Herculean win, averaging 70.7 m.p.h. for the 38-mile, 20-lap race (32 mins. 14.5 secs.), might have been aided by the fact that Jerry Austin in a fuel-injected Corvette with a



long string of wins to his credit crashed on the first lap and was unable to continue. Love held off a host of Corvettes, Jaguars, Mercedes-Benz 300SLs and Austin-Healeys to win, however. Cloyd Gray finished second in a fuel-injected Corvette, but another outstanding effort was the third place win of Lew Spencer's Morgan Plus-4.

The Pebble Beach Cup race was an affair for modified under 1,500 c.c. sports cars. Sam Weiss moved out rapidly to extend an early lead which he held with ease for the entire race. At the half-way point he eased off a little to conserve his Porsche 550-RS Spyder and still lapped all but the second and third place cars which he was content to follow around the course in the latter stages of the race. While Weiss was royally entertained from his position a few yards behind, the second and third place cars carried on a spirited brawl for second place. It all started when Jack McAfee (Porsche 550-RS Spyder) eventually found the course to his liking and tore off in search of the leaders. When he tried to take second place from Pat Pigott in a 1.5 Lotus the scrap started. McAfee finally wore Pigott down and grabbed second place on the last few hundred yards of the last lap. Weiss had a winning average of 73.4 m.p.h. for the 100-mile, 53-lap race (1 hr. 22 mins. 19.4 secs.). Eldon Beagle and John Porter were fourth and fifth overall in their Porsche Spysiders and Paul Nau was sixth and first in the 1,100 c.c. class in his 1.1 Lotus. A Deutsch-Bonnet driven by Bill Wood was 13th and the 750 c.c. class winner.

The main event of the day, the Del Monte Trophy race for over 1,500 c.c. modified cars, found many top names and a lot of first-rate machinery among the starters. A thrilling roar echoed through the hills as the starter unleashed the snarling pack and as they howled past the pits at the end of the first lap the order of the leaders was John von Neumann (2.5 Testa Rossa Ferrari), Carroll Shelby (3.0 Maserati), Pete Lovely (2.0 Testa Rossa Ferrari), Richie Ginther (3.5 Ferrari), Paul O'Shea (Mercedes 300SL roadster), Jim Hall (2.0 Maserati), Fred Knoop (4.3 Corvette-Healey Special) and Rod Carveth (3.0 Aston Martin DB-RS). Shelby had tried out John Edgar's 4.5 Maserati in practice and found it unsuitable for this tight course, so he raced Edgar's 3-litre Maserati instead. Apparently Shelby didn't find the 3-litre too satisfactory either for he promptly spun out on lap 3 and Pete Lovely scooted past to start a steady harassment of von Neumann in first place. As soon as von Neumann discovered that his 2.5-litre was just a little faster than Lovely's 2-litre he kept himself just out of Lovely's reach and saved his strength. No matter how hard he tried Lovely could not overtake von Neumann. The half-litre difference in the two Ferraris was as good as a mile.

At this point O'Shea saw his chance and squeezed by Ginther in fourth place and grabbed third place away from Shelby on lap 11. Shelby's Maserati was obviously not handling well, and it wasn't until after the race was over that it was learned that the tyres and tyre pressures were the cause of the poor handling qualities. At the half-way point the order of the leaders was von Neumann (Ferrari), Lovely (Ferrari), O'Shea (Mercedes), Shelby (Maserati),

Ginther (Ferrari), Hall (Maserati) and Carveth (Aston Martin).

Lovely was being led a merry chase by von Neumann and nothing he could do would dislodge von Neumann from first place; meanwhile their flying Ferraris had lapped every car on the course by the 29th tour, except for O'Shea and Shelby. Never farther than three or four car lengths behind first place, it would be presumptuous to say that Lovely was hoping von Neumann would make one little mistake and hand him the lead, but had he done so, Lovely was in a position to most certainly have benefited. On lap 36 they lapped fourth place Shelby.

Then on lap 44 the unforeseen did happen! Shifting into third gear for a short straight, von Neumann's Ferrari failed to take hold and he was without his vital third gear for the rest of the race. Lovely shot by into the lead. The crowd went wild; here was Lovely driving in the smallest class in the race and not only was he leading, but he had moved out ahead of von Neumann by 10 seconds in two laps! The chequered flag was unfurled and Pete Lovely stormed by to win his first main event, averaging 80.2 m.p.h. for the 100-mile, 53-lap race (1 hr. 15 mins. 21 secs.). The finishing order from second to tenth was von Neumann (Ferrari), O'Shea (Mercedes), Shelby (Maserati), Ginther (Ferrari), Carveth (Aston Martin), Gil Geitner (Aston Martin DB3S), John Fox (2.0 Maserati G.T. Coupé), Gordon Glyer (2.6 Austin-Healey 100S) and Wallace Thomas (2.8 Willys-M.G. TD).



*DIVING INTO THE ESSES, Sam Weiss, winner of the Pebble Beach Cup race, leads third place Pat Pigott's 1.5 Lotus-Climax with his Porsche 550-RS Spyder.*

Laguna Seca had survived its baptism of speed to rank among the top two or three circuits in the nation.

★  
*WINNER of the under-1,500 c.c. production car race, Skip Hudson waves from the winning Porsche Carrera. He is accompanied by his wife and the car's owner, Dan Herman.*  
★



## F2 Seasonal Survey—continued

F2 lap record at 96.00 m.p.h., only 0.4 secs. slower than the circuit record. The Lister, though not among the fast practice lappery, went well until lap six of the race, when it retired with a broken oil pipe. Winner of the race was Salvadori, with Brabham second and Allison third.

Last chance of the season came in early October—the Mid-Cheshire M.C. International Gold Cup meeting at Oulton Park. Honours were shared between Surbiton and Hornsey here, for Jack Brabham (Cooper) won the race and the Gold Cup at an average of 84.96 m.p.h., while Graham Hill (Lotus) put in fastest lap at 87.81 m.p.h., a new record. Lotuses, too, won the team award, the team being Hill, Keith Hall and Cliff Allison.

Second man home in the race was Cliff Allison, he and Brabham being a lap ahead of third man Tony Marsh (Cooper), while Brabham's lead at the end was around the 30 secs. mark.

Unlucky was George Wicken (Cooper), who crashed at Clay Hill and suffered injuries which kept him in hospital for some time afterwards, though he fortunately recovered.

The race, an event worthy of the line "native entry" and one which well deserved foreign participation—though this was entirely non-existent—was the close of F2 racing for the season. That this kind of motor racing is a splendid sight is beyond doubt, yet without foreign participation it will inevitably fall to the status of "international" Formula 3 racing—to that of a British national formula.

MARTYN WATKINS.



*IN UNBLOWN FORM, the Stanton Special was still fast enough for driver Maurice Stanton to make b.t.d. in 13.73 secs. over the standing quarter mile.*

THE Canterbury Car Club's annual classic for the C. W. F. Hamilton and J. F. Tutton Trophies was held on a new circuit this year, and although the club was inclined to feel that the event, which is most popular with local drivers, would lose some of its characteristic atmosphere, the change turned out to be a good one.

For some years the tight round-the-houses Mairehau circuit has been the venue. It is more or less in the city, and this year the City Fathers decreed that the cars were getting too fast and the houses too many, so the club had to look elsewhere. The Christchurch Motor Racing Club stepped in and offered the use of the 4.2-mile open, fast South-bridge course about 32 miles from the



## A New Zealand Classic

New Circuit for Canterbury C.C. Event  
— Mixed Entry for Fine Day's Sport

city. The offer was gladly accepted and, although the entry could have been better, the racing exceeded expectations.

With four international races of the New Zealand season in the offing, a number of the big names elected to stay away from Southbridge. Last-minute preparations were proceeding for the N.Z. Grand Prix on 11th January, and for New Zealanders there was a practice day on the Ardmore circuit the following Saturday. Moreover, transport from one end of New Zealand to the other is much like travelling from London to Berlin and just as expensive. Nevertheless, despite the fairly humble prize money there was a fairly representative entry.

The meeting was run a week after opening day at Teretonga Park, Invercargill, and for this reason attracted a number of North Islanders who had made the trip south in any case. But primarily the race is for local boys and they made the most of it.

After some weeks of indifferent weather, Saturday, 7th December, turned out fine, and people streamed out to the rural circuit to make a picnic day of it.

The paddock, kindly lent by a local farmer, was full of interest. There were cars of all shapes and sizes. There was

the Gypsy aero-engined Stanton Special—the New Zealand speed record holder—in road-racing guise, Arthur Kennard's Austin-Healey making its first appearance with a Chevrolet Corvette engine miraculously fitted under its bonnet, and the usual run of ingeniously constructed home-built specials, as well as a sprinkling of elderly Formula 1 cars and some hotted-up saloons.

The Corvette-engined Healey was the centre of interest. Kennard is a quietly spoken, knowledgeable motor engineer, and he has done a professional job. The installation required alterations to the chassis and the car is also fitted with an aircraft oil-cooling system and disc brakes. Kennard made his intentions clear before the race—he was out to quietly run-in the car!

Among the specials were some interesting variations on the Cooper theme. D. J. Henwood was there with his potent Vincent-engined model, and just to add a little zest to everything Les More turned up with a similar car equipped with Black Lightning motor plus blower!

Racing started with a 25-mile all-comers' handicap. It could not have had a better name. Scratch man was J. Mullins with a Volkswagen. The back-marker was Merv Neil with the ex-

Brabham 1,498 c.c. sports Cooper-Climax. In between them were some specials, some Coopers and a few sports cars.

Driving from the 4 mins. 6 secs. mark, Barry Brown, a local boy, brought his Vauxhall 10 special home in first place. Mullins finished second, and Frank Shuter came in third in the old 8CM Maserati. The field was comparatively small and this gave a chance for the fast cars to really get moving. Shuter and Neil put in laps at 3 mins. 1 sec. Brown's time for the race was 24 mins. 59 secs.

Next on the programme was a 42-mile sports car handicap and it turned into a duel between the two scratch men driving M.G.As, Duncan Craig and John Ryan. Craig came out on top when Ryan in the final lap gave up with overheating troubles. Second was Ian McKellar driving from the 4 mins. 50 secs. mark in a 1,097 c.c. Cooper-Climax, and third was Arthur Bell in an XK 120 from the 5 mins. 40 secs. mark. But it was Neil, who was the back-marker on 7 mins. 10 secs., who provided the real shock when he lapped in 2 mins. 53 secs.—the fastest lap of the day.

The 25-mile race for saloons drew a bevy of Ford Anglias, a Volkswagen, Austins (A35 and A70), a Humber 80

FATHER and son, V. R. Blackburn (31) and B. R. Blackburn (32) sandwich J. Mullins (Volkswagen) at the start of the 25-mile saloon car handicap in which Mullins took second place.





At Silverstone races however fast the pace is,  
 And Goodwood, Oulton or even in Grand Prix,  
 In Astons, Jaguars, Lotus or in Cooper cars,  
 Winning drivers all and one agree —

# "Esso for Extra"



— same as sold to you and me

**FINEST PETROL IN THE WORLD**

## **OULTON PARK — October 5th**

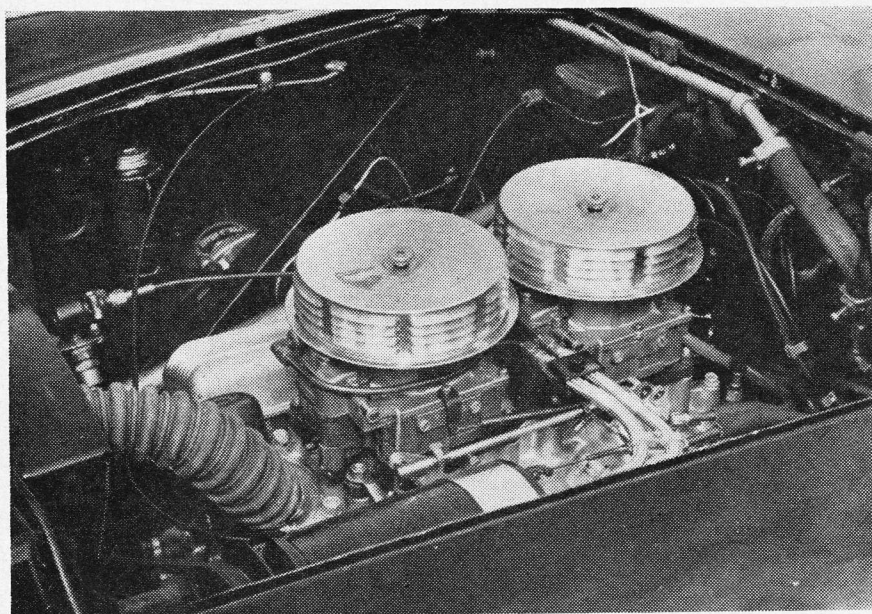
### ***GOLD CUP Formula II Race***

- 1<sup>st</sup> Jack Brabham** COOPER-CLIMAX. 84.96 m.p.h.
- 2<sup>nd</sup> Cliff Allison** . . . . . LOTUS-CLIMAX

Formula II lap record by Graham Hill, Lotus-Climax  
 Team Prize won by Team Lotus

*Using Golden Esso Extra and Esso Extra Motor Oil  
 exactly the same as you can buy*





(a very de luxe model Hillman to Britishers!) and a Ford Consul and a Standard Vanguard.

R. K. Crawford, who started first in the A35, also finished first in 26 mins. 38.6 secs. which was not a bad effort for 25 miles. Mullins in the Volkswagen, who started 1 min. 48 secs. later, was second, and Harold Heasley in a very fierce Consul was third from the 4 mins. 48 secs. mark.

M. J. F. Kenyon, in a Ford Anglia equipped with overdrive, was fourth, having conceded starts up to 2 mins. 36 secs. Evidence of the value of the extra gear came from the fact that Vic Blackburn in an orthodox Anglia finished fifth although he had started 44 secs. ahead of Kenyon. However, the margin between these two at the end was only 1 sec.

Incidentally, this race showed that blood counts for nothing in the sport, at least as far as the Blackburn family is concerned. Vic Blackburn started 6 secs. after his son who was also driving an Anglia, and promptly took him, and not content with that showered a stream of pebbles into his offspring's windscreen with devastating results.

The handicapper came in for some most unkind criticism before the start of the main event. But he did not have it all on his own. Your reporter had written a "prospects" story for one of the Christchurch newspapers a day or two previously and stated that Shuter with the ancient but fast 8CM had been more than reasonably treated by the handicapper and should romp home a winner of the handicap section at least. With this Shuter did not agree, and is alleged to have told all and sundry it was all very well for Greenslade to think that, but he, for one, would like to see him driving the 8CM from the back mark. However, the fates were kind and Shuter did not make the offer which Greenslade, who has a wholesome respect for the driving ability of Shuter and an innate fear of an 8CM Maserati, would have turned down with most unseemly alacrity!

The Stanton Special was down to concede starts up to 16 mins., but the brothers Charles and Maurice quickly undressed their monster simply by lift-

ing off the fibreglass body to prove that they were running in unblown form. That earned them a two-minute remission!

First off was Bob Blackburn in the Ford 10-engined Mistral. He was followed 20 secs. later by Ross Payne (Cooper 500). Then, after an interval of 5 mins. 40 secs., R. J. Tucker (Ransley-Riley) set out, and three minutes elapsed before Ian McKellar roared off in the Cooper-Climax. After that the tempo of departures speeded up a little and confusion reigned while one and all tried to interpret the pattern of the race.

The position was complicated by the fact that there were some early stops and retirements. Payne stopped after a lap and the Stanton Special burst an oil pipe on the line and thus the strip-tease act for the benefit of the handicappers showed a nil return. However, after seven laps Blackburn was in front, a lap ahead of Geoff Mardon (R.A. Vanguard), Tucker, McKellar, Duncan Rutherford (Lycoming Special), Shuter, Bell, Neil, Ron Frost (F2 Cooper) and Kennard.

Neil and Frost had started together from the 14 mins. 20 secs. mark and were less than 100 yards apart. Shuter at that stage was on his third lap and running according to his 11 mins. 40 secs. handicap assessment of about 3 mins. 2 secs. a lap. Allan Freeman (Lago Talbot) was having a recurrence of timing trouble that had kept him out of the money at Teretonga Park, and Ernie Sprague (4CLT Maserati), the back-marker at 15 mins. 20 secs., had already made a pit stop for a plug change. It was obvious his troubles were more deep-rooted and they turned out eventually to be seated in the blower.

Rutherford made a pit stop and then Freeman, who wears spectacles, had them shattered by a flying stone and pulled out of the race. Henwood had disappeared in a sheet of flame without personal discomfort.

Neil, who was obviously after the scratch award—the Tutton Trophy—was going as hard as he could and had recourse to the escape road at the end of the unsealed straight. But he resumed his position without loss, although Frost took him soon after.

Mardon, who was showing promise

*NEAT installation of a Chevrolet Corvette engine in Arthur Kennard's Austin-Healey. The car is also fitted with disc brakes and was making its first appearance.*

with an R.A. Vanguard consistently lapping in 3 mins. 2 secs. well inside his handicap, then retired with gearbox troubles.

At half-distance the Mistral had the best part of a lap on Tucker, McKellar, Shuter. Then there was a lap to Bell who was taking the XK 120 round consistently at 3 mins. 12 secs. Then came Frost, closely attended by Neil and there was a gap to Rutherford and an even longer one to Kennard. Sprague was still back in his fourth race with no chance unless the whole field packed up.

It was now that Frost retired with a recurrence of the gearbox trouble that had put him out at Teretonga Park. He had made fastest lap of the race in 2 mins. 55 secs.

There were only eight cars racing with 12 of the 20 laps gone. Blackburn and Tucker were in the same lap, and one behind were Shuter and McKellar. Shuter was easing up a little and lapping about 3 mins. 5 secs.

Now things began to happen. For the first time in more races than most could remember Blackburn brought the Mistral into the pits to let Tucker sweep by to the lead. Then came Shuter. Thus with 16 laps gone the positions were: Tucker with 22.5 secs. to Shuter, Blackburn, going again in third place now, then McKellar, Rutherford and Neil.

Shuter had been worried about the gearbox of the old Maserati and had fitted larger rear wheels just in case top gear faded out of the picture. Now he decided to make his bid. Oil was spraying into the cockpit of the 24-year-old 8CM and top gear gave up the ghost. But he pressed on regardless, winding the old car up in third and within two laps he had gathered in Tucker to take the lead by a length. Then came McKellar and Neil, who had taken Rutherford, then Blackburn and Bell.

Shuter cast caution to the winds and went like lightning. He had the handicap section in his pocket and was making a last-minute bid for the scratch section. But his bid came too late. Neil was also trying really hard and in the last lap he went past McKellar to finish third and win the scratch section.

Shuter's time was 73 mins. 0.4 sec.—an actual race time of 61 mins. 20.4 secs. Neil's time was 74 mins. 21 secs.—an actual race time of 60 mins. 1 sec. Thus the winners of the two sections had averaged better than 80 miles an hour. In Neil's case the average was just on 84 miles an hour—a truly terrific effort for a 1,500 c.c. sports car.

ON the Saturday following the trophy races, the Canterbury Car Club turned on a standing quarter-mile and once again tried a new venue—this time in one of the Christchurch suburbs. The choice was not a happy one for the stretch was slightly downhill and it did not permit "each-way" runs. To top everything there was a tail wind that helped the cars but did not provide ideal conditions to assess their capabilities. As was expected, Maurice Stanton with the Stanton Special made fastest time of the day with a run in 13.73 secs., the car being run without the blower.

PETER GREENSLADE.



# CORRESPONDENCE

## The 1,172 Formula

I WAS delighted to see Mr. Tiedeman's proposals for an additional class under the 1,172 Formula and to note the favourable support given to it by "J. V. B."

I am convinced that, in the past, restrictions on chassis development both in the 750 and 1,172 Formulae and the additional expense of complying with the Road Traffic Act has prevented many an enthusiast from developing his own ideas. I have, myself, stung by the lethargy of British manufacturers, built a special with fully independent suspension (excluding me from 1,172 racing) but finance has compelled me to use a 26-year-old Riley engine, outclassed by Climax in 1,100 c.c. open racing.

In order to ensure that the proposed formula does not get out of hand as 500 c.c. and small capacity sports cars have done, I would suggest that races be run as a type of selling plate. If, for example, the top price for a car is decided at £400, a genuine offer made to the competitor before a race must be accepted or the car withdrawn from that day's proceedings.

I must congratulate Mr. Tiedeman and hasten to join the 750 Club in support of his formula.

J. M. BARCLAY.

JOHN BOLSTER has certainly put the cat among the pigeons in his very excellent article on this class of motor racing.

As a staunch adherent and periodical competitor, there is, I agree, a strong case for a New Look in this Formula. While the arguments in favour of the proposed Classes 1 and 2 are definitely valid it is nevertheless my contention that a fundamental issue is that "valuation", by an assessed figure, either on points or a money basis, of both classes of intending 1,172 Formula competitors to ensure that the "Spirit of the Formula" (which clause 7 states is "to encourage the amateur builder/constructor of limited means") is strictly adhered to, is quite unavoidable.

Such a system must be flexible, easy to operate, simple to understand and quite impartial. My suggestion is that a select committee, including experienced 1,172 Formula constructors, competitors, organizers, scrutineers and clubmen (who take a keen interest in the spectatorial aspect which keeps our racing going) should evaluate each competing car's main features. The actual items I have in mind are: (a) front suspension, (b) rear suspension, (c) chassis, (d) body form, (e) engine and auxiliaries, (f) transmission—taking into account original cost, availability to "public", mods. from standard, relation to other items of spec., suitability, ingenuity, originality, etc., of each heading.

Thus, under (a) above, a car incorporating a recently introduced wishbone i.f.s. modification from a Formula 2 model, together with disc brakes and alloy wheels would incur far more penalty marks than an ingeniously adapted proprietary king pin post with home constructed wishbones and special light alloy wheel/drum assembly off an obsolete light racing car. As the number of types of cars competing in 1,172 Formula events is relatively limited and the rate of development, especially in the one-off department, is fairly slow it should not be impossible to assign a valuation (modified as a result of subsequent major alterations) to each car at the beginning of each season and to have a set maximum figure which would debar any excessively expensive or elaborate car or specially made/developed component from giving its owner an undue advantage. Details and terms of reference for the committee would have to be carefully worked out and altered by popular vote periodically.

It is suggested that any intending designer could send copies of his specification to the committee, who should be able to evaluate his design individually, without the necessity of meeting frequently. Thus the designer could decide to proceed with the project or enter a different class of racing if he had been too ambitious for the 1,172 Formula. Standard models might in time fall below the acceptable limit, even if in original form "the farce of a 'cooking engine' in a £1,000 chassis" had been rejected. In this way the objective of the 1,172 Formula could be fairly and simply achieved by the majority feeling of those most concerned.

D. C. GODFREY.

HEATHFIELD, SUSSEX.

As a regular, but not very successful, competitor under the 1,172 Formula for the past three years, I would like to add my voice to the general uproar.

The present dissatisfaction dates back to April, 1955, when the first Mk. 9 appeared in an 1,172 event. The formula was never intended to cater for this type of vehicle and it—the formula—appears to have attracted a type of person to whom the respect of his fellow clubmen is of less importance than seeing his name in the results lists.

Basically, there is nothing gravely wrong with the formula as it stands, otherwise complaints would have been voiced right from its inception. As with most of the world's troubles—large or small—the fault is in human nature. But the solution to the whole matter surely lies in the hands of the disgruntled competitors themselves. In the case of an obvious and flagrant disregard of Clause 7 of the 1,172 Formula (and most of us feel that professionally tuned and maintained Lotus Elevens are just that) then it is the responsibility of those competitors to lodge an official protest to the Steward of the Meeting in accordance with the G.C.R.s of the R.A.C. Should the majority of the field in any Formula event lodge such a protest individually, surely it is almost inevitable that the protest would be upheld.

However, let us hope that for the forthcoming season such action will be unnecessary, but let those concerned take warning!

LEN E. TERRY.

LONDON, N.15.

## ... And Now—The Official 750 M.C. View

DURING the past season there has been a certain amount of feeling amongst competitors, intending competitors, and some onlookers that the type of entries which were being accepted was not in accordance with the ideals which were instituted when the 1,172 Formula came into being.

The 1,172 Formula (and, for that matter, the 750 Formula also) have always included a Clause 7 which explains that the Formula is devised for the benefit of the amateur constructor-tuner with very limited resources and it empowers the 750 M.C. Board to reject any car which is considered an attempt to defeat the spirit of the regulations, even if it complies with the letter.

Towards the close of the past racing season a meeting was called of all interested persons to ascertain their views on how matters could be brought under control in the future. Somewhat naturally, widely divergent and quite irreconcilable views were expressed but after due consideration of these the Board of Directors issued the following statement in the November 750 Bulletin:—

"Clause 7, having been blatantly ignored in the past, will be strictly implemented in the 1959 season. This will eliminate expensive production cars, cars developed with a high percentage of costly proprietary components and those cars which are professionally maintained. To alleviate hardship to existing owner-drivers during the 1958 season, however, Clause 7 will only be applied in the more flagrant cases. Prospective competitors anxious to confirm the eligibility of their cars for the 1958 season, should get in touch with the Club scrutineer."

This has given rise to a spate of enquiries regarding the eligibility in 1959 of various Lotus models and, in particular, of the recently announced Lotus Seven and we have felt it desirable to make known a ruling on these vehicles.

For the 1959 racing season the Lotus Mark VI and the Lotus Seven will be accepted if built to the basic standard specification with, of course, the normal 1,172 Formula engine modifications. These cars will be ineligible if fitted with de Dion rear axle, disc brakes or similar modifications involving costly proprietary components. The Lotus Mark VIII and Mark IX and the Lotus Eleven will not be acceptable in the 1959 season though they may be used during the 1958 season.

We shall be pleased to give individual rulings as to the eligibility of cars of other makes but it may be taken that these will follow the same lines as for Lotus cars. We should, however, like to emphasize that the Lotus VIII, IX and the Lotus Eleven are excluded solely on the grounds of their cost. The Lotus Mark VI to standard specification has always been regarded as a car for home building and racing by an amateur and the Lotus Seven in this respect is its logical successor.

No minimum weight clause will be in operation for 1958, and the ban on the use of non-standard camshafts will be extended to cover non-standard cam followers, also. A means

(Continued overleaf)



**Correspondence—continued**

of checking valve timing and lift will be in use during 1958 and subsequent seasons.

We should perhaps add that in the past the 1,172 Formula used to insist that cars were driven to meetings under their own power. This, it was felt, was rather hard on those who wished to bring cars on trailers so as to have a means of taking them home in the event of a breakdown and to avoid the necessity of two drivers attending each car at a meeting. The ruling was therefore altered some years ago to the present one that the car must be capable of being driven to the meeting under its own power. This is not, however, meant to permit of cars being brought to meetings regularly in professionally owned transporters and being taken away by the same means without being in the owner's hands at all between meetings. Any instances that are found of this procedure will be made the subject of exclusion under Clause 7 of the Formula, not only for 1959 but in 1958 also.

We should also like to take the opportunity of replying briefly to Mr. Frank Tiedeman's suggestions, the foregoing having been drafted before publication of his views.

The possibility of having two classes for 1,172 Formula cars had been considered at length by the 750 Board of Directors but has had to be ruled out, as for most of the 1,172 Formula races we have to rely upon the invitations received from other motor clubs to compete at their meetings and we cannot in all fairness expect them to put up two sets of awards for a 1,172 Formula event. In point of fact, we are already in a certain amount of difficulty in this respect as some Clubs have only been able to offer us a combined race for 1,172 and 750 Formula cars which means that the entry becomes over-subscribed at an early date and some intending competitors have to be excluded. This is obviously not fair to those competing for the trophies awarded for the annual aggregate results.

We feel that the single-seat stripped 1,172 Formula car proposed would, in any case, have a very limited appeal as a proportion of the meetings to which we are invited are for sports cars only. If the stripped single-seat 1,172 Formula cars were admitted for the 1,172 Formula races this would be the only event in which they could compete and it is our experience that both 750 and 1,172 Formula competitors enter for at least one other event on the programme when they attend a meeting. The only other possible type of event which such a car could compete would be a handicap event for racing cars and we feel that this would restrict the owner very severely in the choice of events open to him.

Incidentally, the Chapman Cup and the "One Off" Cup were presented to the Club for specific purposes and we could not alter the conditions under which they are awarded without the agreement of the donors.

It would seem that the divergence of view between Mr. Tiedeman and the 750 M.C. Board with regard to his proposed 1,172 Formula Sports Class is not so wide in that he would draw a firm limitation of market value of £450 whereas it is our intention to accept cars costing rather more than this but not a great deal. We feel that there are far more difficulties involved in arriving at the market value of a "special" than Mr. Tiedeman seems to think; in fact the market value of a "special" is what an intending purchaser is prepared to pay and this of course will vary according to all sorts of irrelevant factors. We think it impossible fairly to value a

"special" from written details and a photograph, as suggested. In any case, we do not think that the market value is necessarily a sound basis for making a dividing line.

Under Mr. Tiedeman's system a new, shiny, but undeveloped special could be ineligible, whereas after a year's hard use its showroom value might have dropped substantially though its racing potential be vastly improved. This sort of anomaly could result in all sorts of fiddles. One can visualize, for instance, a Lotus Eleven being sold for £445 with a scrap engine, and ancient van axle, the tuned engine and de Dion rear end being purchased separately for a further £300. "Key money" in other words. The Board believes in the principle of using its discretion on individual cases where no simple set of regulations can be found to meet the requirements.

HOLLAND BIRKETT, CHAIRMAN.  
JOHN MOON, DIRECTOR,  
ROY LEE, DIRECTOR.

750 MOTOR CLUB, LTD.

**Appendix J**

FOLLOWING upon Mr. Leto di Priolo's letter in a recent issue, I hasten to say that I quite agree that the caption for the photograph of the Vignale-bodied Fiat-Abarth was not correct. Unfortunately I did not write this caption myself (it was somewhat hastily added to my article) but it appears that Mr. Leto di Priolo, who suggests that I am "... not too well acquainted with Appendix J regulations for Grand Touring cars ...", only reads the captions and forgets the article itself, in which I wrote (p. 667, second column): "... to begin with, in order to be homologated, 100 cars are necessary whether the car is open or closed. But these 100 cars must have been built in 12 months with similar bodywork and mechanical parts. After these 100 cars have been built the type is homologated AND ONE IS ALLOWED TO CHANGE THE BODYWORK..."

It is pleasant to see that in Italy, too, well-known competitors such as Mr. Leto di Priolo are none too pleased with the international regulations and with dissatisfaction growing up from every quarter in each country one can only ask oneself why it is that the F.I.A., which should be an assembly of men representing these very competitors, keeps on framing regulations which please nobody!

GÉRARD CROMBAC.

PARIS.

**Bouquet from Borneo**

FIRST of all may I offer you my congratulations for producing such a fine magazine. As far as I'm concerned, AUTOSPORT is away ahead of all the other motoring magazines. I especially enjoy the reports on major races, and John Bolster's articles.

I must also congratulate you for continuing your crusade for independent rear suspension, and for better overseas service. The service here in Brunei is so bad that one has even to order oil filters a fortnight in advance, while spares take anything up to six months, although there are quite a number of cars of the same model as my o.h.v. Minor.

May I conclude by wishing all at AUTOSPORT the very best for 1958?

J. D. S. BROOKES,

BRUNEI, BORNEO.

## FALCON M.C. MARDLEYBURY TROPHY TRIAL

THE night chosen for the Mardleybury Trophy Trial, which was over a three-section route of 75 miles, was 11th January.

The first section was route carded, and by going under or over certain road bridges and crossing rivers via given spot heights, led competitors to a church where mileages were taken. These were also taken at the start.

The next two sections were positioned by grid references, but between each reference were such hazards as deep mud tracks (marked as white roads on the map) floods and water fords which also were flooded.

As the rally moved into the third section the better roads became white

with frost, broken only by stretches of black ice where flooding had taken place.

**Results**

Mardleybury Trophy: P. Sapsed (3.4 Jaguar). Navigators' Award: A. Brocklehurst. Second Best Performance: A. K. Hirst (Standard). First-Class Awards: D. Emmett (Ford Prefect); R. W. Hawkes (Minor 1000). Team Award: Hirst and Emmett.

**Recent Results****BRISTOL M.C. AND L.C.C.****Allen Rally, 14th December**

1. G. W. Best (TR3); 2. M. Dunscombe (Goggo-mobil); 3. C. L. Read (Triumph).

**WEST HANTS AND DORSET C.C.****Christmas Cup Trial, 15th December**

Best Performance: H. Rose (Minor 1000). Closed Cars: B. Smallshaw (Consult). Open Cars: J. Ashworth (Morgan). Specials and Cars with Special Tyres: W. B. Caldwell (TR2). Novice Award: Dr. T. Haw (Hillman). Navigator's Award: R. G. Twiss.

**LEICESTERSHIRE C.C.****Bowmaker Trophy Night Rally, 7th/8th December**

Bowmaker Trophy: L. H. Pole. Class Awards: J. Thorne, B. H. Herbert. Opposite Class: T. B. Williams. Navigator's Award: E. D. Beaumont.

**MIDLANDS MOTORING ENTHUSIASTS' CLUB****Miniature Rally, 8th December**

Best Performance: I. McLaughlin (Triumph). Closed Cars up to 1,500 c.c.: N. Ludlow (M.G. Magnette). Over 1,500 c.c.: D. G. Warcham (Aston Martin). Open Cars up to 1,500 c.c.: K. P. Humphries (M.G.). Over 1,500 c.c.: R. W. Best (Triumph).

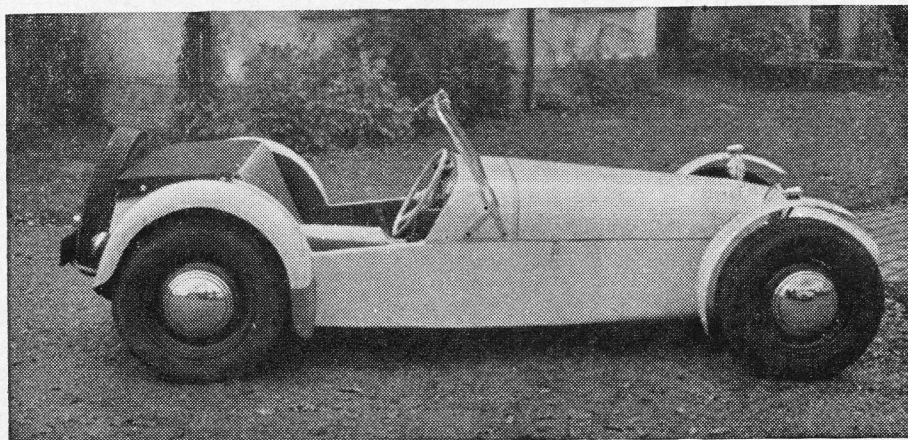
**750 M.C.****Walsingham Cup Trial, 15th December**

Walsingham Cup: J. Burrill (750 Spl.). Tingey Trophy: S. R. Seelby (Ford Spl.). Class A: A. J. Tickler (Austin 7 Saloon). Class B: A. C. Smith (Austin 7 open). Class C: K. A. Cooke (Austin 7 modified). Class D: J. D. Manktelow (750 Spl.). Class E1A: S. P. Clipston (4CV Renault). Class E2A: E. A. Warby (2BA Spl.). Class E1B: J. Blatter (Standard 10). Class E2B: H. M. Batten (BB2 Spl.).



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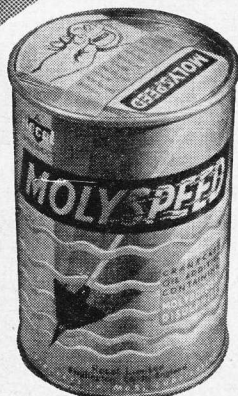
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# Club News

By MARTYN WATKINS

THE growth in popularity of veteran and vintage motor cars has, it seems, been causing problems for the tyre manufacturers, so that while mechanical parts are usually obtainable somehow or other, few manufacturers have been able to offer tyres in vintage, sizes and even fewer to let you have them to fit the veterans.

The question seems to be, what can anyone do about it: the demand for tyres in these sizes is always small and usually erratic, so that production becomes uneconomic—and no manufacturer is a philanthropic organization.

Trying to find a solution to the matter, Dunlop experts recently met a number of car club representatives to discuss how the clubs and the tyre people can best work together to ensure that the enthusiast can obtain his tyres without interfering too much with the normal flow of production. It was eventually decided that tyres for veteran and vintage cars should be produced in occasional batches, and clubs have been asked to keep Dunlop informed from time to time of the likely demands so that each batch would be of something like the right quantity.

\* \* \* CLUB Lotus, which has now been in existence for two years, has already gained a membership of just over 500: an American branch has been established and already the club has co-promoted two race meetings, produced a national monthly magazine and staged numerous social events—dinners, dances, film shows, talks and so on. There are, however, owners of Lotuses (Loti?) still not on the strength: if you want to join the fun, the secretary is Ian Smith and he lives at 347 Goswell Road, London, E.C.1.

Incidentally, the club's first annual dinner-dance takes place at the Casino Hotel, Taggs Island, Hampton Court, Middlesex, on 7th February: the evening will cost you 25s.

\* \* \* FIRST on the list—or the top of the pile, whichever way you look at it—this week is a note from the **Per Ardua M.C.** which says that the annual meeting and dinner will be held at the R.A.F. Reserves Club, South Street, Park Lane, London, W.1, at 18.30 hrs. (!) on 14th February: I imagine St. Valentine will be the guest of honour. Entry forms will be sent to all U.K.-based members shortly—the others should form an orderly queue to see the secretary. . . . **South-Eastern Centre of the B.A.R.C.** hold its eighth annual midnight film matinee at the Picturedrome Cinema, Langney Road, Eastbourne, on 14th February—I shan't make that crack again—and it will be preceded by supper at the Burlington Hotel, Eastbourne, at 8.30 p.m. Secretary of the meeting is R. C. Matthews, c/o Caffyns, Ltd., Meads Road, Eastbourne. . . . **Allard O.C.** annual dinner and presentation of awards takes place at the Cora Hotel, Upper Woburn Place, London, W.C.1, on 15th February, at 6.45 p.m. Write to the secretary, R. W. May, 25 Hardinge Road,



THE BAND! "Musicians" for the evening at the North London E.C.C. annual dinner and dance are, left to right, Rivers Fletcher, Gregor Grant, Raymond Baxter (whose wife presented the prizes) and Colin Chapman.

Kensal Rise, N.W.10, if you want to go. . . . More energetic (depending, of course, on what you do at your annual dinner) is the **Rhyl and D.M.C.** closed Braid Rally, scheduled for 1st-2nd February. Entries close 29th January and the secretary of the meeting is R. H. Piper, 74 Grosvenor Avenue, Rhyl, Flints. . . . **Forces M.C.** has its Jack Frost rally, promoted by the London group, on 8th February—that is a closed event, too, and it is a new event in the F.M.C. calendar. Supplementary regulations can be obtained from A. D. Kent, Esq., 130 St. Andrews Road, Coulsdon, Surrey. . . . Omitted from the 1958 Sporting Calendar is an international rally to be run next Easter by the **Ulster A.C.**: name of the event is the Circuit of Ireland and the date is 4th-8th April. . . . **Aston Martin O.C.** has a busy month ahead: 21st Janu-

ary is a film show date at the British Council cinema, Hanover Street, London, W.1, starting at 6.50 p.m.—tickets, or rather special programmes costing 4s. 6d. can be had from R. J. Stokes, 22 The Mall, East Sheen, S.W.4. On 29th January is a DB3S model competition, with John Wyer, George Abecassis and Cyril Posthumus as judges. Finally, on 21st February there is the marshal's dinner, a stag party at the Kingsley Hotel, Bloomsbury Way, London, W.C.1, at 6.30 p.m. Tickets from Mr. Stokes, mentioned earlier. . . . **East Surrey M.C.'s** next event will take place on 26th January and this time it will be a photographic rally—the first time the club has organized an event of this type. It is a closed-to-club competition, by the way.

## "BLACKSPOT" LIST

A REVISED list of north-country "black-spots"—villages or areas where residents have raised protests at intensive rally activity—was agreed at a recent meeting of the Association of Northern Car Clubs in Manchester.

Many such areas exist in the wilder areas of England, and the idea of the list is that it may act as a guide to rally organizers who may then route their events to avoid these areas and so minimize local bad feeling.

The current list, which deals with rallies only and does not include trials sites, is given below.

Map sheet 86, kilometre square 87.05 (Littlebeck); 88/32.89 (Ickenthorpe); 88/31.01 (Hodge Close); 89/31.97—29.89 (road, east side of Coniston Lake); 89/35.98 (Hawkshead Village); 89/33.99 (Tarn House Road); 89/31.86 (Colton Church Road); 89/55.97 (Shaw End); 89/53.95 (Meal Bank); 89/40.87 (Foxfield); 89/57.83 (Tarn Hawes); 89/53.97 (Paton Bridge); 89/55.97 (Winfield Tarn); 89/44.97 (Borwick Fold); 89/53.96—54.97 (Garnett Fold); 90/90.63 (Malham); 91/46.90 (Kewick); 91/23.74 (Kirkby Malzeard); 92/66.97 (Eardale, west side); 94/54.39 (Inglewhite); 95/98.51 (Skip-ton); 95/71.52 (Gladburn); 95/72.17 (Entwistle); 96/25.58 (Hamsthwaite); 96/08.54—07.52 (road, Storiths to Beamsley); 98/83.51 (Millington); 111/20.83 (Bamford); Jenkins Chapel (daylight summer); 111/19.76 (Foolow); 111/23.81 (Hathersage); Cat and Fiddle (Buxton (Dovedale)); Goyt Valley (summer) and Manifold Valley (summer).

## Coming Attractions

**January 19th.** Maidstone and Mid-Kent M.C. Brian Lewis Trophy Trial. Start, White Horse Inn, Boughton, 10.30 a.m.

**January 22nd.** Monte Carlo Rally.

**January 25th.** Hagley and D.L.C.C. Ken Wharton Memorial Driving Test Meeting, Chateau Impney.

**January 26th.** Peterborough M.C. Warco Cup Trial. Start, London Road Service Station, Peterborough, 10 a.m.

Burnham-on-Sea M.C. Standard Car Trial. Start, Somerton, 10 a.m.

## CANCELLED

LIVERPOOL MOTOR CLUB'S "New Year Rally", due to take place 11th-12th January, was cancelled due to an outbreak of foot and mouth disease at Liverpool Abattoir. The request for cancellation came from police of both Denbigh County and Flintshire Constabularies. New date for the event, subject to R.A.C. permission, is 2nd March.



## GRAFTON CUP TRIAL

IF some of the recent sporting trials suffered from dry weather and lack of mud, the Dublin University Club's Grafton Cup event was the extreme opposite. Held over the old reliable circuit on Ballyremon Common in County Wicklow, mud there was in plenty and the low, driving, wet clouds which were present throughout the trial added considerably to the excitement as the competing cars slithered their way round the course. Many of the sections became seas of axle-deep liquid mud by the third and final lap and the number of tens scored on that circuit were few.

Dick Nash, the Limerick driver who has been knocking at the door for some time, scored a decisive victory by almost 20 marks, mainly by outstanding performances in the sections on the second and third laps.

Each lap contained six sections and three tests. The sections were, with two exceptions, excursions of the track into mud, many with tricky "bent" exits which caught out a number of competitors. The exceptions were slippery hills, both at the start of the back leg of the course. No one succeeded in getting to the top of the first hill, and on the second, Brian Hood was clean on lap 1 and Nash on laps 2 and 3.

On the first lap Michael Archer was best in the sections with 50 marks, followed by Nash and Harry Hillock with 48 each. The best in the three tests were Charlie Manders, Rodney Stafford and Nash, but the best overall average in the tests was by Archer. At the end

of the lap, Archer led Nash by 2.6 marks with Manders third.

Although the mud was well and truly churned up by the second lap, performances were better due to experience of the sections, and Nash scored 58 to the 50 of Brian Hood and Archer. Best test times this time were by Hood (2) and Reg Redmond with Redmond the best overall. Nash's scoring in the sections, however, gave him the lead by nine marks over Archer with Hillock now third and Manders fourth.

On the last lap things became very sticky with more complete failures

recorded than cleans. Nash was again outstanding with 56 marks, the next best being Manders and Archer with 42 each. In the tests Hood was fastest twice and Nash once, the latter's superiority in the sections leaving him a clear winner from Archer and Manders.

BARRY MASON.

## Results

**Grafton Cup:** 1, R. Nash (Dellow); 2, M. Archer (Ford Spl.); 3, C. H. Manders (Ford Spl.); 4, R. Stafford (Ford Spl.); 5, H. Hillock (Ford Spl.); 6, B. Hood (Ford Spl.); 7, R. Redmond (Ford Spl.); 8, J. Toohey (Dellow); 9, J. Connolly (Ford Spl.).

## DISAPPOINTING ENTRY FOR ALLENDALE RALLY

FROM a total of 14 clubs only 12 entries started in this event—a great disappointment to the organizers. Perhaps—on 4th-5th January—it was held too near the festive season! The weather was ideal, with about three inches of snow covering most of the route.

The first section caused alarm among many of the navigators, for a misprint on one section of the map omitted a road which was essential if a control was to be approached from the given direction. Several cars were stuck in a ford in attempting this manoeuvre!

Having sorted themselves out competitors entered two short sections, the second of which was a regularity test. In this Phil Walton and John Dalkin, in the "hot" Fiat, came to grief by forgetting to collect information at most of the checks. Max de Redder, in the

oldest car in the rally—a J2 M.G.—while being very late, didn't make this error.

The Sunday section started with two tests. The route then performed a figure-of-eight around Allendale and it was here that the Whaley Heppell/Jimmy Hilton Volkswagen performed aquatic feats when crossing the River Allen, which was by now in flood, due to the main road being absent from their map.

The section ended with a trials hill which foiled all the entry save Heppell and Frank Potts (Minor 1000) who had the rear tyres at about 4 p.s.i. for the occasion. Highest in the non-clean-sheet brigade were W. Bowerbank and Walton.

## Results

**Best Performance:** E. Harrison; 2, S. E. Bird; 3, A. Proudlock. **Navigators' Awards:** W. M. Ross, A. M. Clark.

(Other Results on page 96)

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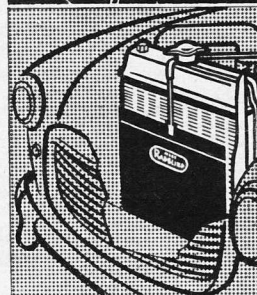
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**Suspension—continued**

tricycles and coffee grinders have always carried the proud signature. It is rumoured that a great firm which is intimately associated with rear engines has a front-drive van in the prototype stage.

There are, of course, successful cars in which independent four-wheel suspension is combined with a front engine and rear wheel drive. The very excellent Tatra T603, which has a 2.6-litre air-cooled Vee 8 engine, proves that a large rear-engined car can be built, but in general, the bigger Continental machines have their engines in front. The Mercedes-Benz is such a car, and now these machines have a highly individual form of low-pivot swing axle. Really, this consists almost of an old-style back axle which is broken just to one side of the differential housing, and has a single pivot beneath it. The enclosed universal joint is of the Hooke's type, and a slip joint is necessary as there is considerable telescopic action. This slip joint is of elaborate design, with numerous rollers running against the faces of the keys to avoid locking up under load. In the case of the very powerful 300SL, a cross spring above the differential has the effect of further lowering the roll resistance. It will be understood that this type of rear end is not free from propeller shaft torque, and a more orthodox low-pivot arrangement was used on the same firm's racing and sports-racing cars.

Another car with a front engine and

independent rear suspension is the Renault Frégate. This large car has its rear hubs carried on independent trailing arms. The results are very good indeed, but the design tends to be expensive to manufacture. The smaller rear-engined Renaults have a much simpler system. The 750 (4CV) has plain swing-axes, but the Dauphine has a highly ingenious arrangement, whereby the flexible engine mountings allow the unit to move in a sense that confers understeer. In both cases, an anti-roll bar forms a part of the front suspension.

The A.C. Ace and Aceca cars have a form of all-independent suspension with transverse springs and wishbones, and competition results prove its efficiency. This system would not be ideal for an ultra-soft suspension with very long travel, but for sports car use it is highly effective, as it has given me great pleasure to find out. For small saloons, however, a swing-axle or near swing-axle rear end is generally favoured. Engines are becoming lighter and more powerful, so that the power unit, gearbox, and final drive of a small car may be lighter than the passenger's luggage. Thus, engine location is now more a matter of convenience than ever before.

Large cars are wonderful for state occasions and family holidays, but for rapid transport on crowded roads and for city parking, the smallest machine is the best. The car of the immediate future will have a 1-litre engine and will register a full 40 m.p.g., driven hard.

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**NORTH WALES RALLY**

DESIGNED this year to give members of the North Wales Car Club a taste of what they could expect on the *Liverpool Daily Post* Welsh Festival Rally next May, the annual "Merry-Go-Round" was made considerably more difficult on the Saturday night due to a heavy and prolonged snowstorm which began just before the first car left the start at Llandudno.

The rally is a two-car team event, each car of a pair covering a different route converging at time controls, both cars to arrive simultaneously.

Amusement was caused at one time-check as navigators handed in their route cards to the occupants of the car parked there, only to discover that it was a police patrol car—the marshal was still at the foot of the next hill!

The fifth and last section of the rally was not revealed until Section 4 had been completed, when navigators were handed the map references for the final 33 miles. Very few cars reached this section and only one team, that of Bryn Foulkes and Ian Forfar and Geraint Evans and Ted Vernon in two Morris Minors, completed the course to be declared the winners.

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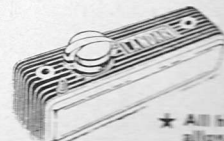
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