

AUTOSPORT

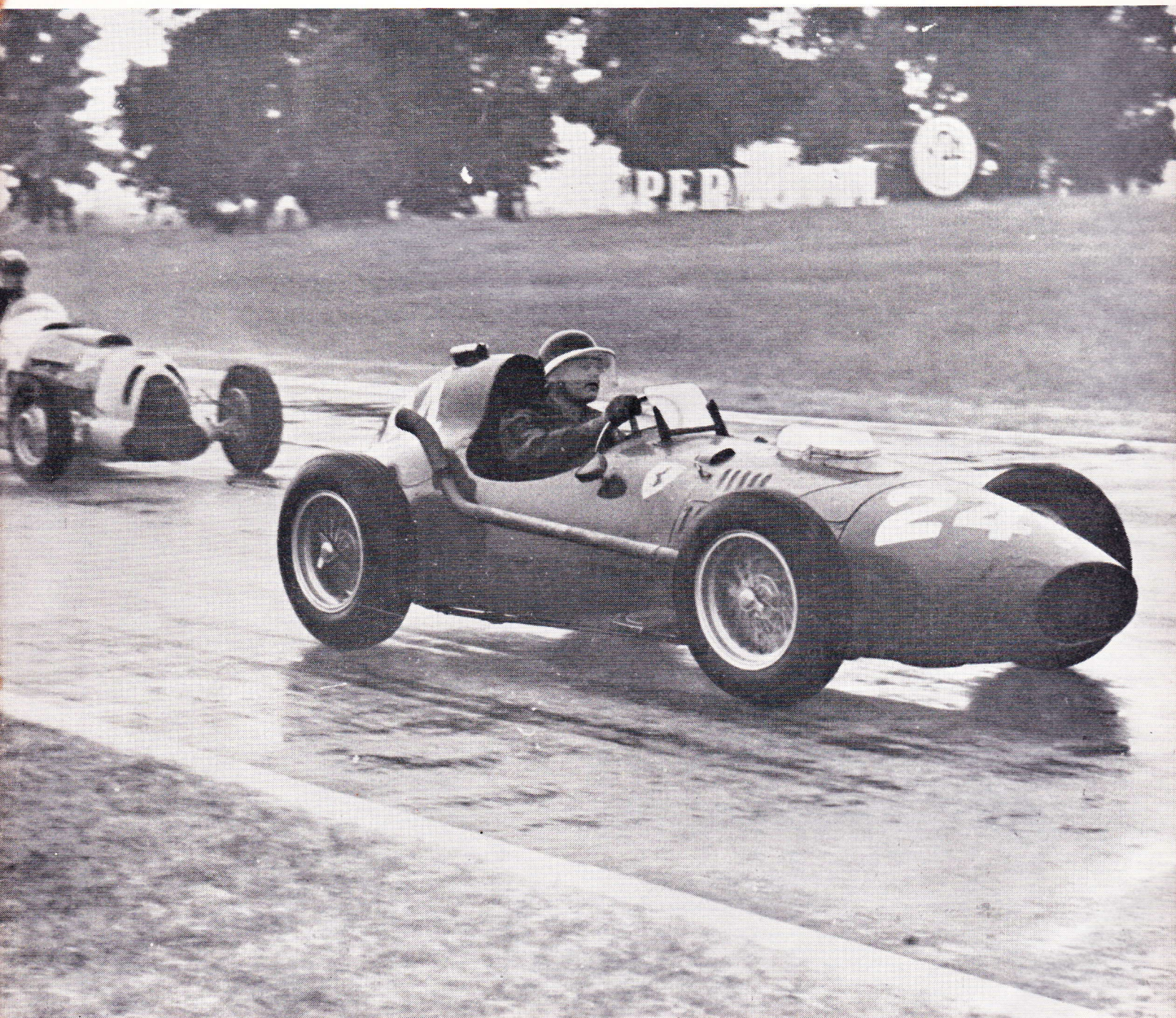
FEBRUARY 14, 1958

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EVERY FRIDAY
Vol. 16 No. 7

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE GRAND PRIX OF BUENOS AIRES

:

NATIONAL "CAT'S EYES" RALLY

JOHN BOLSTER TESTS THE GOGGOMOBIL COUPE AND AN ALEXANDER CONVERSION HILLMAN MINX

The Brake of the future

“There is little doubt that in the disc brake lies the future systems for most cars, including many of the family cars of some years hence”

The **Autocar** 22nd NOVEMBER, 1957

the power to

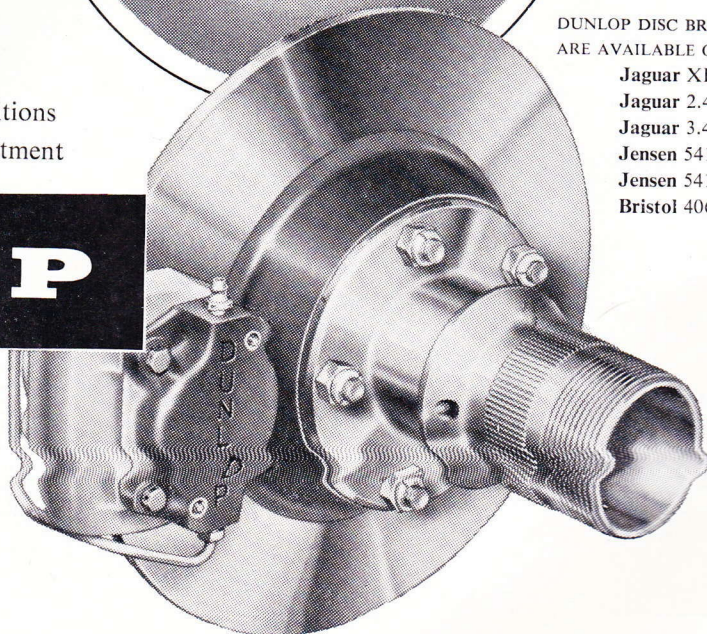
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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 16 No. 7 February 14th, 1958

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EDITORIAL

A FALLACY EXPLODED

THE belief, held by many people, that front-driven and rear-engined cars are at a disadvantage in conditions of snow and ice has surely been disproved completely as a result of recent events. There has been a hard-to-break conviction that front-driven cars cannot compete with rear-driven cars uphill, and that on down grades, vehicles with "engines in the back" are apt to become unmanageable. The winning Renault Dauphine vindicated the rear-engine school in the Monte Carlo Rally, and now, a Porsche has won the Criterium Neige et Glace, recognized as France's most important national winter rally. Not only that, but front-driven cars (D.B.-Panhard and Citroën) were second and third, both winning their respective classes. In the general classification, the highest-placed "normal" machine was an Alfa Romeo, which finished seventh. As a matter of interest, the first six places were occupied by cars with all-independent suspension. Surely there is a lesson to be learned? It has been evident for some time now that certain Continental cars are considerably in advance of their British-built rivals in respect of road-holding in general, and in suspension. It is all the more credit to the competition drivers of this country, that they should have achieved such a fine record of successes, using what can best be described as obsolescent machinery.

THE VALUE OF FORMULA 3

THAT "poor relation" of modern formula racing, the 500 c.c. category, has certainly shown the way as regards the new trend in developing ultra-lightweight Grand Prix cars. There can be no question that the Argentina-winning Cooper-Climax is a direct descendant of the Cooper F3 machines. What is more significant is that it is the first rear-engined car to win a *grand épreuve* since Auto-Union did so in pre-war days. Three other rear-engined cars were built since the war, the product of famous automobile engineering brains, and all were conspicuously unsuccessful; we refer, of course, to Cisitalia (later Autoar), Sacha-Gordine and Bugatti. Using only the experience gained in F3, F2 and sports car racing, and financed by profits made from the sale of their products to private owners, Coopers of Surbiton have produced a winner. Quite rightly credit has been given to Rob Walker, Alf Francis and Stirling Moss for the Buenos Aires achievement, but AUTOSPORT feels that the major share of praise should go to John and Charles Cooper, and the small group of enthusiasts who have done what many more powerful concerns have failed to do. That they should have achieved so much with a proprietary engine is all the more remarkable, in view of the money spent by others in constructing power-units for formula racing.

OUR COVER PICTURE

WINNER of the first heat in the Buenos Aires Grand Prix and the victim of a rear axle failure at the start of the second, Mike Hawthorn (Ferrari) drove impressively and seemed all set for a victory. Here he passes a Ford, driven by Galvan, of Uruguay—a car entered in the "Mecanica Nacional" class

PIT and PADDOCK

★

"I've had my suspicions about this tunnel for the last half-hour!"

★

MR. AND MRS. OLIVER SEARS are now the proud possessors of two prototypes, viz., twin girls.

TOM BRIDGER has joined the Alfred Moss-Ken Gregory project and, with Stuart Lewis-Evans will drive a Cooper-Climax in F2 events.

THE Maymans—Pauline and Lionel—have disposed of their Cooper 1100 and now have a Lotus, into which the same engine will be fitted.

A TEAM of three A.C.s for the R.A.C. Rally on 11th-15th March will be driven by Ken Rudd and Bob Jennings, Peter Bolton and A. N. Other, John Patten and Mike Carson.

STIRLING MOSS has now signed up to drive for Aston Martin in certain events counting towards the World Constructors' Championship, including Sebring, Le Mans and Nürburgring.

A.C.s AND THE "MONTE"

APPARENTLY Tom Clarke's A.C. did take part in the "1,000 kilometres" classification test of the Monte Carlo Rally, and was not left in the *parc fermé* as reported in AUTOSPORT (based on a press hand-out). The car unfortunately slid on loose gravel some 20 kilometres from the finish, and damaged itself against a bridge. John Sunley's car was a non-starter owing to gearbox trouble. Actually, out of the four A.C.s entered three were classified, the highest percentage of any marque in the Rally.



ELEVENTH LYON-CHARBONNIERE RALLY

REGULATIONS are now available for the 11th Lyon-Charbonniere event, which takes place this year from 20th-23rd March. It is open to standard cars conforming to international rules and Appendix J of the International Sporting Code, and entries close on 10th March.

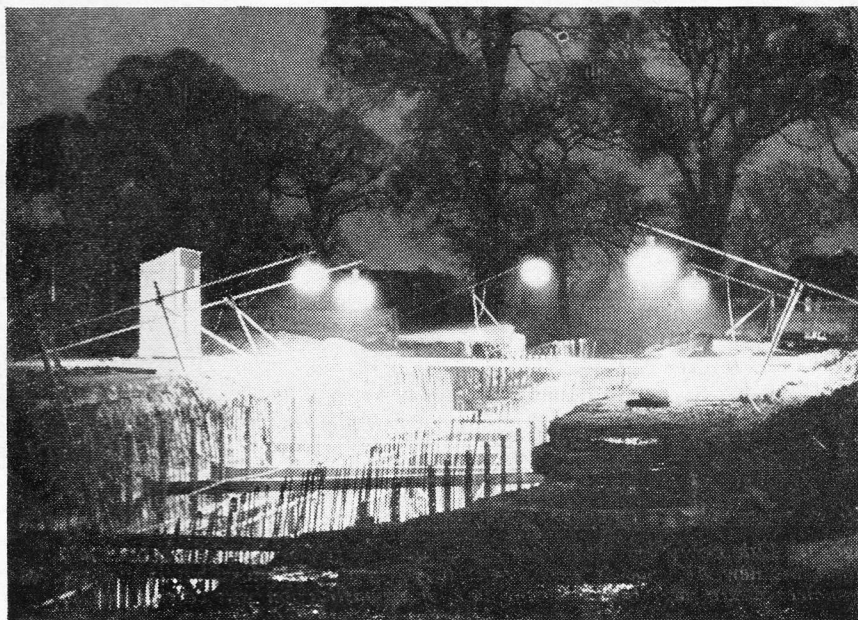
The event involves a reliability test of about 2,000 kilometres—approximately 1,250 miles—with four timed hill-climbs and a timed test on roads closed to traffic.

Classes are open for standard touring cars, improved standard touring cars, special touring cars, standard grand touring cars, improved grand touring cars and special grand touring cars all, of course.

★

PIT STOP for racing driver Paul Frère during the "Monte" as he has adjustments made to the headlights of his Borgward.

★



worked out within capacity limits for the various classes.

Perhaps we should point out that the regulations state quite clearly that "On no account may the spare wheels be placed on the passengers' seats, even if they are unoccupied" and that "two persons at least and at most should take place in the car".

TO ENSURE that the extensive improvements to the Goodwood motor racing circuit will be completed in good time for the first international meeting of the season on Easter Monday, work on the vehicle tunnel under the track is being carried out under flood-lighting. The scene has something reminiscent of the B.A.R.C. Nine Hours Race of a few years ago as concrete is pumped into the tunnel to build up the retaining walls. The new pedestrian tunnel under Lavant Straight is virtually finished and work on the "in-field" car park is almost complete. It is expected that all will be ready in time for the B.A.R.C. practice day on 22nd March.

THE AUTOSPORT SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

*Complete Revision of Regulations—Competition
Confined to Cars of Appendix J Specifications*

As a result of talks with manufacturers' representatives, and with race promoters, the panel representing the organizers of the 1958 AUTOSPORT Series-Production Sports Car Championship unanimously decided that the provisional regulations for the competition should not be adopted. It was felt that the emphasis should be on "series-production", and that the inclusion of classes admitting certain highly specialized machines was contrary to the original idea behind the Championship.

As a result, the panel requested that the series should be organized for cars complying with the spirit of Appendix J of the Sporting Code, relating to vehicles of Grand Touring, and Improved Series Grand Touring specification. The panel would meet again at the earliest possible opportunity to study the list of eligible machines, and possibly to reject those, which, although apparently admissible, did not, in the view of the panel, comply with the spirit of the regulations. There was also a provision that, if the panel were satisfied that there was a serious intention to produce at least 100 vehicles

of similar type within the specified 12 months' period, it would be possible to admit the machines in question before actual homologation by the C.S.I. of the F.I.A. Naturally entrants would be responsible for requesting eligibility, and manufacturers for providing sufficient evidence of intention to produce.

It was also decided unanimously to adopt the new regulations for a minimum period of three years; the panel undertook to meet at regular intervals to study requests for eligibility. It was felt that, in making this proviso, entrants would be able to compete with cars of G.T. specification, without having to wait at least 12 months for homologation.

As regards the "super-sports" class, all present voted against including this. Race promoters stated quite firmly that there were many opportunities to race Appendix "C" type of machinery, as at the majority of meetings there were events for such cars. They were perfectly willing to co-operate in staging events for the AUTOSPORT Champion-

SPORTS NEWS

ship, provided the machines taking part bore a close relation to same-as-you-can-buy vehicles, built in series. Also, the question of speed differential was discussed at length, and the panel agreed to the suggestion that there should be a capacity limit. It was, therefore, decided to organize the 1958 Championship for cars from 700 c.c. to 3,500 c.c., the sub-division of classes being based on those adopted for Appendix J.

The following classes will, therefore, be adopted for the 1958 Championship.

Class 1—700-1,000 c.c.

Class 2.—1,001-1,300 c.c.

Class 3.—1,301-1,600 c.c.

Class 4.—1,601-3,500 c.c.

Full regulations will be published in next week's issue of AUTOSPORT, and closing date for entries has been fixed for 31st March, 1958. No entries will be accepted without registration, chassis and engine numbers of vehicles. Requests for regulations and entry forms should be made to the Secretary, AUTOSPORT Series-Production Sports Car Championship, 159 Praed Street, London, W.2.

TROPHY TIME

STIRLING MOSS has been awarded the Sir Malcolm Campbell Memorial Trophy for 1957 for his victory in the Grand Prix of Pescara in a Vanwall.

The Trophy is awarded annually by the R.A.C. to the British competitor "making the most outstanding performance in a British car in any motoring competition during the year". The previous winner, Ronnie Adams, won the Trophy in 1956 for his victory in the Monte Carlo Rally of that year.

The Dewar Trophy for 1957 has been awarded to the Dunlop Rubber Company, the Royal Automobile Club announce.

The award, for the most outstanding

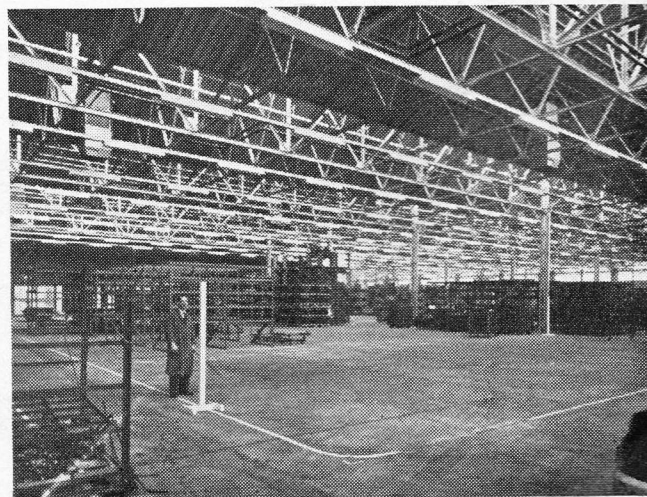
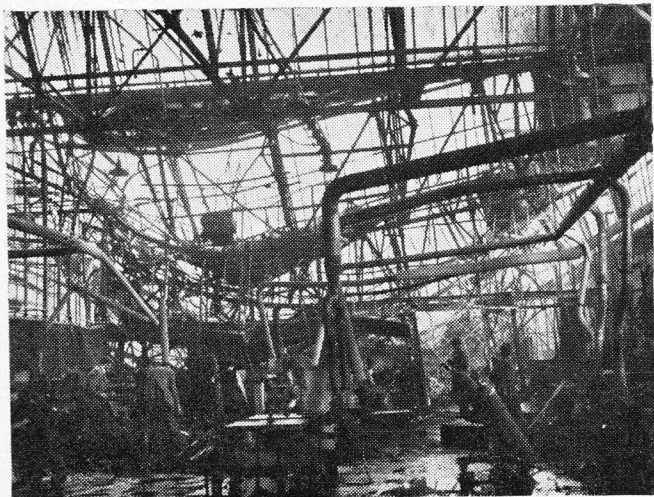
British technical performance during the year, has been won by Dunlops for their "outstanding contribution in the field of automobilism with particular reference to the Company's work on disc brakes which has contributed to the success of British cars in all fields". Another factor which gained Dunlops the award was their research and development in producing special tyres for the M.G. car which successfully secured various records in the International Class "F" at Bonneville Flats, Utah, last August.

The Dewar Trophy, presented on the recommendation of the R.A.C.'s Technical and Engineering Committee, has not been awarded since 1952 when it was presented to Sunbeam Talbot, Ltd.,

for their achievements in the International Alpine Rally.

LISTERS IN U.S.A.

BRIAN LISTER, LTD., announce the appointment of Auto Engineering Incorporated, of Lexington, Massachusetts, as Lister distributors in the U.S.A. for all States east of the Mississippi. This appointment, coupled with the appointment of Imported Motor Cars Incorporated of Tacoma, Washington, for Washington, Oregon and North California, and Carroll Shelby Sports Cars Incorporated of Dallas, Texas, for all other States west of the Mississippi, means that there are now distributors for Lister cars throughout the entire U.S.A.



BEFORE AND AFTER: Just a year ago, on 12th February, 1957, nearly a quarter of Jaguar's million square feet factory was devastated by fire. At the time, the new XK models were about to go into production, but in the fire all the patterns, tools and jigs were completely destroyed. However, the task of reconstruction was carried out so vigorously that present output is now twice as great as before the fire and the new models did appear. The two pictures show the main stores on the morning after the fire, and now, completely rebuilt.

NEW BABY FROM HOLLAND

D.A.F. light car has fully automatic transmission and many interesting technical features

FIRST Dutch-produced motor-car to be marketed for many a long day, the new D.A.F., makes its debut at the first international motor show of the year in Amsterdam shortly. Powered by a twin-cylinder, air-cooled push-rod engine of 600 c.c., a maximum speed of 56 m.p.h. and a fuel consumption of 50 m.p.g. are claimed for the model, which is a four-seater, two-door saloon of conventional, front-engined layout.

Of particular interest is the two-pedal "Variomatic" transmission, fundamentally a fully automatic assembly posses-



SPECIFICATION

Engine: Two-cylinder aircooled horizontally opposed, four-stroke o.h.v. (pushrods), 600 c.c. One Solex carburettor; bore 76 mm., stroke 65 mm. Compression ratio, 7:1. 22 b.h.p. at 4,000 r.p.m.

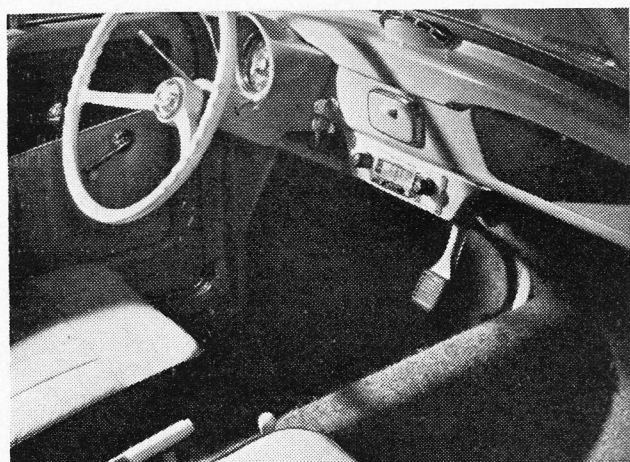
Transmission: Automatic centrifugal-type clutch fitted directly to the engine (at the front). Fully automatic "Variomatic" gearbox in back-axle; ratios vary from 20:1 to 4.4:1 (D.A.F. Patent).

Body-cum-chassis: Self-supporting body; i.f.s. with one leaf spring. King-pin in one unit with shock absorbers of Koni manufacture. Rear suspension: Independent with coil springs and Koni telescopic shock absorbers. Rack-and-pinion steering. Hydraulic brakes. Tyres, 520 x 12. Petrol tank, 5.7 gallons.

Dimensions and weight: Length, 142 ins.; width, 56.6 ins.; height, 55 ins.; wheelbase, 80.7 ins.; track, front and rear, 46.5 ins.; ground clearance, 7 ins.; turning circle, 28 ft. Weight, 1,265 lb.

Performance: Petrol consumption, 50 m.p.g. Top speed, 90 k.p.h. (56 m.p.h.).

Price: (in Holland) Standard, £375; de luxe, £412.

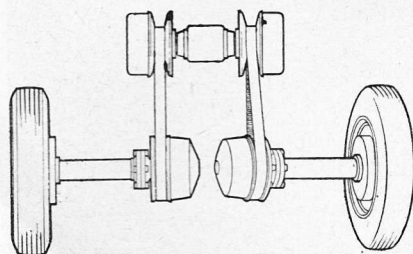
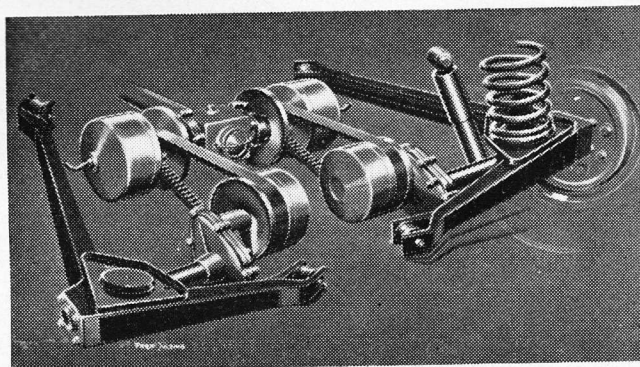


★
ONE of the smartest of the small saloons, the D.A.F. has clean, modern styling both inside and out. Gear lever between seats merely selects forward or reverse.
★

sing an infinitely variable number of ratios. The "gear lever", floor-mounted, is purely used as a selector of forward, reverse or neutral. An automatic, centrifugal-type clutch is fitted while the "Variomatic" set-up contains two V-belts, each of which runs on two pulleys. Each pulley consists of two halves, one of which is sliding, and the variable distance between them determines the effective diameter of the pulley. This effective diameter is controlled by centrifugal bob-weights in turn governed by engine revolutions.

The body-chassis is of integral construction and is independently suspended all round, using a single leaf-spring at the front and coils at the rear. Weight distribution is said to be good and road-holding of a high standard. Illustrations suggest a neat and handsome

★
FULLY independent rear suspension pivots on triangulated arms, whilst the drive is transmitted by vee-belts and the unique "Variomatic" transmission system.
★



THIS SHOWS how the driving belts are allowed to twist as the suspension flexes, thus eliminating the need for universal joints.

appearance with a high standard of all-round visibility from the drivers' seat, both windscreen and rear light being of wrap-round type with slender pillars. The doors are hinged at the "A"-post and appear to be of generous width, while boot accommodation is adequate.

A de luxe version of the D.A.F. includes a choice of body colour, chrome-plated hub-caps, grille, window surrounds and side-flash, two-tone upholstery, heater/fresh air unit, twin sunvisors, two ashtrays, interior lighting with door-switch and other detail improvements. The standard model itself includes twin wipers, one sunvisor and ashtray, interior lighting and a remarkably well-equipped instrument panel.

The D.A.F. firm has been concerned with commercial vehicles and trailers for a number of years, but this is its first venture in the private car field. At a price, in Holland, of £412 for the de luxe version, it should find a ready market.

"VANWALL VICTORY"

THE premiere of a new motor racing film scheduled for release on the "club circuits", took place in London recently. It is called "Vanwall Victory" and is based on the activities of the Vanwall team during the 1957 season. Two races are principally featured: the Monaco G.P. and the G.P. d'Europe at Aintree, and the colour photography includes some of the best we have seen for some time. In particular, shots taken during practice at Monaco reveal some very non-standard lines through the corners! The film was made by C. H. Wood for Hepworth & Grandage, of Bradford, makers of the Hepolite pistons, rings, pins and liners used in the Vanwalls, and club secretaries should apply to the above address for the loan of this 16 mm. sound film, which runs for 28 mins. The lively commentary is by Rodney Walkerley.

CIRCUIT OF IRELAND INTERNATIONAL RALLY

"A MOTORING event that will be the sternest test that car, driver and navigator have yet been asked to undergo" is the claim made for the 1958 Circuit of Ireland International Rally, which the Ulster Automobile Club will stage during the Easter period (4th-8th April). The Rally was cancelled last year because of petrol rationing following the Suez crisis, but the organizers are determined that the 1958 event will be, in every aspect, a real test of motoring. Now elevated to International status by the F.I.A., it will be the major motoring fixture in Ireland during 1958. A large and representative entry is anticipated and, being one of the events counting towards the British Trials Drivers' Gold Star competition, it is certain to attract many of the leading British drivers.

Although the regulations have not yet been issued, and entries will not close until 15th March next, the Ulster Automobile Club are daily receiving a flood of enquiries from potential entrants. The organizers have decided to place an upper limit on the number of cars which may take part, rejecting all in excess of that number.

In keeping with the International status of the event, the starting-points at Belfast and Dublin will present a lively scene on the evening of Good Friday (4th April). In Belfast the cars will be sent off by the Lord Mayor (Alderman W. C. McKee) from the porch of the City Hall, the first car starting out at about 7.30 p.m. An invitation has been extended to the Lord Mayor of Dublin to perform a similar function for the

issue to be decided on the results of driving tests only.

Right from the outset, competitors will be faced with a very difficult First Stage. After starting from either Belfast or Dublin, they will join a common route at Dundalk. After that they will drive all through the night, eventually reaching the first major control of the Rally at Tramore. From Tramore to Killarney the route will take them over several mountain ranges. At stages during their run they will undergo driving tests of a strenuous nature.

Two nights will be spent in Killarney before the Rally heads north again, this

time adhering to the west coast, passing through Galway and up into Donegal before reaching Londonderry. There will be many more driving tests during this run. After Londonderry, the cars will head for the Finish Control at Bangor, County Down, where the final driving tests will take place on Easter Tuesday.

Also at Bangor, the cars will be examined by scrutineers and penalty marks exacted for any damage which may have occurred during the Rally. Only after this examination will the tired crews be able to relax, while the organizers set about the task of compiling the results, which should be known on the evening of Easter Tuesday.

CRITERIUM NEIGE ET GLACE

Victory for French Champion Claude Storez (Porsche)

Class Wins for D.B.-Panhard and Citroen

CLAUDE STOREZ and Robert Buchet (Porsche Speedster) emerged winners of the sixth Criterium Neige et Glace, France's premier national winter event, organized by the A.C. du Dauphine. Nevertheless, it was bad luck on Claurou/Mlle. Calvi, whose Pierre Ferry-tuned Dauphine made best time in its class in three of the speed hill-climbs, but were heavily penalized in the Circuit of Villard-du-Lans, the only "épreuve" which counted in the general classification. The organizers were criticized by practically every competitor for this method of marking, which did not take into consideration performances in the other timed events.

Rene Cotton gallantly tried to keep his 300SL Mercedes-Benz on the road, but

the powerful machine was a handful on rutted, frozen snow, and he was eliminated at Chamrousse. He did put up a better performance than the eventual winners in the Villard-du-Lans regularity test, but was outclassed in the speed hill-climbs on ice and snow by Trautmann in his specially prepared ID19 Citroën. The front-drive cars, on the whole, put up a remarkable show, Picard (D.B.) finishing second in general classification, and Trautmann third, both winning their class. However, nothing can detract from the tactics of Storez and Buchet; realizing that Cotton was at a decided disadvantage in the hill-climbs, they took it comparatively easy, rather than risk going off the road in attempting to establish best times.

Criterium "Neige et Glace"

General Classification

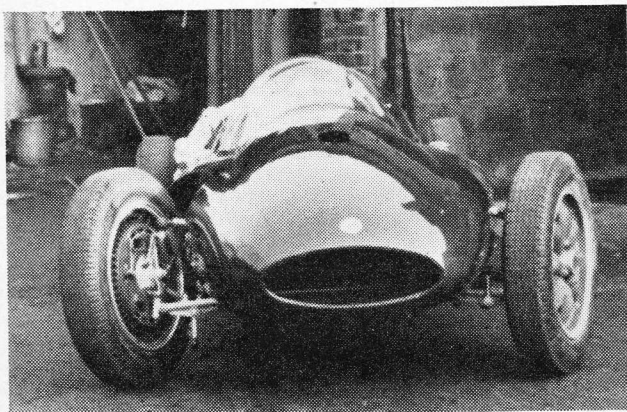
1. Storez/Buchet (Porsche Speedster), 49 pts.
2. Picard/Gannot (D.B.-Panhard), 274.
3. M. and Mme. Trautmann (Citroën ID19), 339.
4. Claurou/Mlle. Calvi (Dauphine-Ferry), 396.
5. M. and Mme. Pustall (Citroën ID19), 611.
6. Patthey/Berger (Porsche "1600"), 914.
7. Oreiller/Lascoumes (Alfa Romeo "1900"), 955.
8. Balas/Chevron (VW-Denzel), 1,008.
9. Michaux/Tisseur (D.B.-Panhard), 1,120.
10. Bargraff/Barde (Alfa Romeo Giulietta SV), 1,128.
17. Thuner/Cornu (Triumph TR2); 19. Wicky/Lamb (Triumph TR3).

Classes

Up to 1,000 c.c.: 1. Picard/Gannot (D.B.); 2. Claurou/Mlle. Calvi (Dauphine-Ferry); 3. Michaux/Tisseur (D.B.).

1,100-1,600 c.c.: 1. Storez/Buchet (Porsche); 2. Patthey/Berger (Porsche); 3. Balas/Chevron (VW-Denzel).

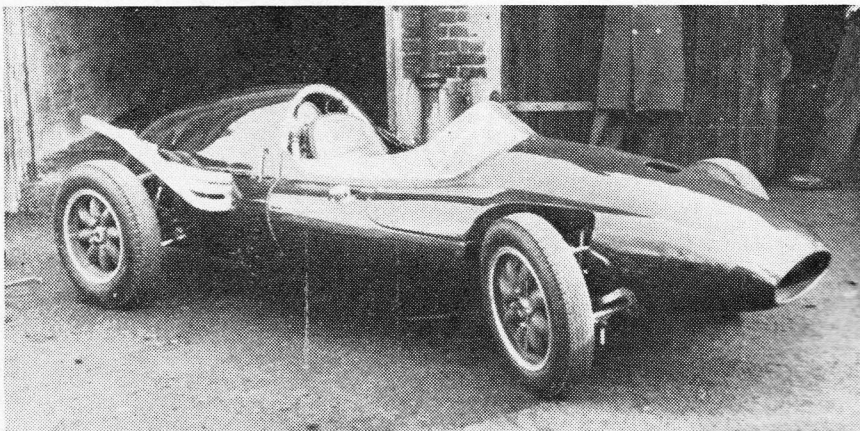
Over 1,600 c.c.: 1. M. and Mme. Trautmann (Citroën ID19); 2. M. and Mme. Pustall (Citroën ID19); 3. Oreiller/Lascoumes (Alfa "1900").



NEW COOPER for F2 and F1 events this season has enormous (drum) brakes and new front suspension by wishbones and adjustable helical spring-damper units, instead of the transverse leaf springs.

Dublin starters from the Mansion House.

More than ever before, the Rally will live up to its title, the 1,500 miles route adhering closely to the coastline of Ireland. Not that the route lies over main roads only, for frequently the Rally drivers will be detoured and sent across some of the roughest terrain and mountain passes in Ireland. Much more night driving and night navigation will be used this year than in the past and the organizers are convinced that, by a combination of carefully chosen route and strenuous driving tests, some of them novel in character, they will achieve the aim of finding a "winner on the road". In the past, many competitors in the Circuit of Ireland have completed the road section without penalty, leaving the



CAT'S EYES

K. Faire/D. Allen (Riley 1.5) Win Thames Estuary

A.C. National Rally With Sole "Clean Sheet"



NIGHT STOP at one of the time controls for athlete John Disley, who entered with a Ford Anglia. All timing during the rally was done by sealed watches carried by the competitors.

NATIONAL rallies in this country come in considerable variety. Out of those of which the writer has had personal experience, they range from the M.C.C. Rally, which is a very long distance endurance test of car and crew, decided on a series of performance and driving tests, a navigator in the accepted sense being virtually unnecessary; through the London Rally, which demands a tough motor-car, driver and map-reader, all three being required to work flat-out without fail for a concentrated eight hours or so; to the Thames Estuary A.C.'s National "Cat's Eyes" Rally, the 1958 version of which took place last Saturday night. This annual event has achieved for itself the reputation of being a *navigator's* rally. While it is advisable to have a car and a driver, both in fair working order, it is vital, if success is to be achieved, to obtain the services of a Genius, or if such be beyond your grasp, fill the car with as many near-geniuses as can be recruited and accommodated—and make sure they all know how to plot six-figure map references—quickly!

This year we jibbed at the brain-work involved and elected to be a spectator instead; we therefore made a rendezvous with the organizers at Wrotham in Kent, where the central control was located. There were two starting points this year: at Woodford, Essex and at Dunstable, Beds, these two initial routes passing through a check-point at London Bridge to continue together to Wrotham, where refreshments were available for early arrivals. The first car was due to leave Wrotham at 6.31 p.m., which meant that many of the entrants had to traverse London during the rush-hour; a few

HARD WORK for a two-man crew, but A. E. Milton and D. A. Jenkin took part in an Austin-Healey, seen at one of the controls on the tough night section.

found themselves a little pressed to make the journey in the generous time allowed!

There were 157 entries for the "Cat's Eyes" this year: a little down on the two previous events which were over-subscribed. In a way, the organizers were regretting that this one could not have been held 24 hours previously, for a heavy fall of snow had descended on the area involved on the Friday, but a freak rise in temperature that night had melted it all again, leaving the roads in a mucky, slippery state.

On leaving Wrotham, a short linking section took competitors to the start of the first real task of the night. They were confronted with 12 map references, giving the location of nine route checks and three time controls. These could be visited in any order (except for the final control), but one of the other controls had to be visited 1 hr. 4 mins. after the start of the section, whereupon the other one of the pair would become a route check (are you with us?). This meant that the points had all to be plotted before moving off, and the whole route carefully planned, in order to be at the right places at the right time. There were any amount of alternative ways of doing this section, but only a few of them were possible in the time available, as most people found to their cost!

The first crews began arriving at the supper stop soon after 10 p.m. and already they were looking worn, but soon revived in the very congenial surroundings of the passenger lounges at Lydd Airport, which Silver City Airways had made available for the occasion. C. A. Hazlem's TA M.G. and an Austin A40

Sports were already reported as ditched and in fact only four competitors completed this part of the course on time: K. Faire (Riley 1.5), D. H. W. Thompson (Anglia), J. M. La Trobe (Borgward) and D. Smith (Fiat 1100 TV). However a further 22 only just missed getting around "clean", but certainly this early section had been tougher than most crews expected. Lying between Maidstone and Ashford, it covered an area of the North Downs that is served by a network of tortuous lanes—tricky enough in a hurry, and with the road surface in such a treacherous state.

After the supper stop came what was known amongst the organizers as "The Blind". This is a traditional part of the "Cat's Eyes" and consisted of 83 miles of twisty lanes travelling westwards into Sussex, passing north of Rye and Battle and finishing N.W. of Hailsham. The route was split up into short sharp sections of around 7-8 miles between time controls, with three or four route checks between each one. In all there were 44 map references to be plotted on the move at an average of 30 m.p.h.—in fact a reference to be plotted every two miles, apart from keeping the driver on course in this difficult terrain. No wonder that large crews are favoured for this event, and many cars carried four hard-working crewmen: two back-seat plotters and a map-reader as well as the driver, who just had to press on as hard as he could. Some pressed on a little too hard, and there were quite a number of cars with special coachwork at the end of this dice. Several cars tried a short cut which bogged them down on a farm track up to the axles. Pat Moss was one of these





LAST time control before the supper stop was this one near Lydd. The Dauphine was crewed by B. Harper and J. G. Heard.

unfortunates, and spent an hour and a half there until a farm tractor was recruited to pull the Minor out. One of the Berkeley team was another, but it seems that he picked the little car up and carried it back to the road. Others had their troubles, too. W. Scott's Alfa Giulietta and Norman Denison's M.G. TD both retired with electrical trouble, and we encountered Colin Bennett of Lotus enjoying his first full-scale rally with Peter Adams in the latter's Zephyr—but they were suffering under the handicap of no clutch or brakes. They later retired also.

Bob Gooding's Riley 1.5, with Gerard Clarke, Roger Williams and AUTOSPORT's Martyn Watkins as crew, also suffered electrical trouble and ran out of headlights some time before dawn. The car reached the finish but schedules were well adrift. The crew had nothing but praise for the car's general qualities as a rallying vehicle apart, of course, from electrical problems!

From the end of this nightmare section there was one of the ever-popular "Eight Clubs" type, where one has to obtain information from six route checks in order to assemble the reference of the seventh. This brought competitors back to the Spring Tavern at Wrotham, where the



DRIVING TESTS on the seafront at Southend consisted of this parking test, with John Huntridge's A35 (above) reversing to the kerb, and an involved garaging test (below), featuring the class-winning Austin A105 of H. P. Deschamps.



called upon to haul Paul Steiner's Fiat 1100 out of the ditch—just around the first corner out of the control! After the warm evening the night had turned very cold and there were some tricky patches of ice in the early hours, one of which had caught the Fiat. With plenty of assistance available, he was soon back on the road again, virtually unscratched, but his time schedule was sadly upset.

Arriving at Southend, we found a very mud-bespattered collection of vehicles assembled in the car park at Southend Airport. Before breakfast, however, there were the driving tests, which were to be used as tie-deciders only. These were held on the sea front and the first was a simple forward-and-reverse affair, involving parking in reverse against a nearside kerb. The other was a much more complex garaging test, and it was obvious that many drivers' finer skills had been impaired by the night's rigours. However, as far as the awards were concerned these times were not called upon—which was perhaps just as well.

So back to breakfast—and the results.

(Continued on page 201)



New Ground for Clee Hill Trial

Tony Marsh Wins Hagley & D.L.C.C. Event

THE Hagley & District Light Car Club, for the first time since the war, forsook the Clee Hill area for their major B.T.R.D.A. and R.A.C. championship trial of that name.

On Sunday, 2nd February, about 30 competitors which included most of the Southern contingent but few of the North, made their way from Kinver along a few short miles of built-up area to a private estate which had just about "everything".

In an arena bounded by open field, silver birch wood and towering slopes encrusted with bracken and leaf-mould—well, if a club couldn't run a perfect trial given all that—what the "L". No doubt about the Hagley boys, they did! The only adverse comment could be that most sections were more than a shade too steep at the finish—one couldn't get up on "shank's pony", never mind with mechanical horses! In the morning round too many drivers gained around the same marked section, which might have made finding the winner more than a little difficult!

Slight alterations before the start of the afternoon runs avoided that trap, and all was well; towards the end of the day the battle between brute force of the blown Ford Spl. of Tony Marsh, and the "tic-a-tock" of the V-twin Jap of Tony Alldred, waxed fierce, both drove magnificently, victory just going to the former! Had the course been wet, t'other might well have gained the day.

As the odd and even numbers worked different loops, this report is factual, and if higher climbs on certain sections are

omitted it is simply because, as yet, no one can be in two places at once!

Wood Bowl.—Woods 5 ran up the side of a very steep plantation bank, through which a narrow course ran in and out of trees. The surface, as in

Results

Clee Hill Trophy: A. E. Marsh (T.M.S. 1). **Bell Trophy:** A. D. Alldred (Jap Bassinette).

First Class Awards: M. H. Lawson (M & L); F. T. Lewis (Squamigerous); T. A. Marshall (Austin).

Second Class Awards: E. J. Chandler; N. Overton (Overton 17); G. Clarke (Cannotten). **Team Award:** T. A. Marshall, A. D. Alldred, R. C. Needham. **Bouncer's Trophy:** M. Walton.

CONFIDENT GRIN from winner Tony Marsh (T.M.S. 1) as his passenger, Bouncer's Trophy winner T. Walton, tries to oust him from the car!

all the Woods Sections, was of leaf mould and bracken, which in time wore down to loose dry brown earth. This looked very difficult, but strange to say presented no difficulty; it seemed to give plenty of grip and produced few failures.

Woods 6 went from a very twisty start through a bank of trees, then out on to a bracken-clad slope which became very bumpy and steep. Better climbs here included G. J. Newman (Cannon XX), A. D. Alldred (Jap Bassinette) to section two. Several made section three, including A. E. Marsh (T.M.S. 1), who neatly removed a rear mudguard on a tree *en passant*.

Woods 7 went straight up a hillside, very steep, to a bumpy finish which no one reached. Best to section six were T. A. Marshall (Austin), Newman, Marsh and M. H. Lawson (M & L), and as the marking was "where the front wheels rested" (a system which leaves a great deal to be desired!) Alldred was credited with section five, although the rear wheels were stationary in section six!

Woods 8 climbed up a steep bank to a right-hand turn which fell away going around a tree, surmounting a very steep lip. Only G. Clarke (Cannotten) made section five (again front wheels only). Section six saw the arrival of Newman, Alldred, Marsh, N. Overton (Overton 17), F. T. Lewis (Squamigerous), P. A. A. Atkinson (Cannon) and R. Kemp (Cannon IX).

Woods 9 was long and fairly flat to about the half-way mark, then ran through a tree-lined "S" curve on, and higher, to a bracken verge. Alldred and Marsh reached only to section three—and this time with all four wheels! Nearly a dozen or so to section four.

Woods 10 was a loop off 9, but with a much shorter start. It climbed high up, nearly out of sight, and only section seven was made by Lewis, Kemp, Atkinson, Marsh, Alldred and B. Blundell (B.B.S.).



SEVEN HORSES—and all of them working as Rob Davis (Austin) contentedly ignores his lady passenger's pre-departure antics!

CLOSELY watched by a marshal, F. T. Lewis swings "Squamigerous" round a bend, while his passenger works hard to keep the wheels turning.

A driving test concluded the morning section. This, for a change, was in an open grass field, competitors describing a figure eight while winding in and out of bushes. Fastest times were Marsh, Hollingworth and Overton.

After lunch, the remaining hills were observed, starting with Field 3, a long open grass climb with a beflagged chicane at the half-way stage. Only failures here were J. Phillips (M.H.S.), Clarke, and Atkinson, who, in all fairness, had broken a Panhard rod. Field 4 was a twisty open grass climb which quickly "cut up". At the half-way mark came a left-hand turn around a tree stump, then immediately a right-hand hairpin, which, had there been any damp, would have stopped the entire entry. As it was it only failed Phillips, M. H. Dellingle (B.S.T.II) and A. W. Francis (Trafford), who should have known better!

Trees 11 was very steep, curving in and out of bracken, on a tree-clad slope finishing with a very steep gradient. This witnessed the best climb of the day with a magnificent ascent by Mike Lawson, who, with practically no throttle, just ticked his way up "clean". Both Marshall and Alldred were nearly with him.



both failing high up in section two. Trees 12 started over a severe mud hillock to climb both long and high. Only Marshall was seen into section six. Lawson, Newman and Alldred made eight and the rest all failed around 10.

Trees 13 was very similar to 12, but narrower and tapered. Alldred and Marsh

got into section four, with A. P. Harrison (Cranford III) next best with six. Trees 14 and 15 were two identical leaf-mould climbs alongside a wood. The best, which included Alldred, Marsh, Marshall, Newman and Lawson, could get no farther than section six on either!

FRANCIS PENN.

Cat's Eyes—continued

At last—the organizer's delight: a rally in which the winner gets round the course "clean"—and is the only one to do so! K. Faire and his navigator, Capt. D. Allen, deserve the fullest congratulations on a fine performance, not to mention their Riley 1.5, which is now being seen in increasing numbers in competition. Congratulations, too, to the organizers, and in particular Clerk of the Course Tom Troughton, for a fine route.

We were pleased to see a couple of Austin A95s entered by the Southend Police. This shows a very healthy interest in our Sport; however, although the driving of the Police crews was exemplary—they need more navigation practice!

Palm for the hardest hard-luck story of all goes to D. Gallimore. Long before he even reached the supper stop, he had a puncture. He changed the wheel, pressed on but soon found himself in the ditch. Unable to shift the car, the crew retired to a nearby pub for a consolation pint, and told their story to a farmer they met there, who immediately offered to haul them out with his tractor. They dashed back and were soon back in the rally again—but shortly afterwards ran the big-ends. Nothing daunted, they jacked the car up, dropped the sump, installed a spare set of big-end shells—and went on to finish the course, although hopelessly behind time!

Last word goes to one of the officials who was checking route cards in the early hours of the morning. Someone came up and asked cheerfully, "Any

clean sheets?" "Only the ones on my bed!" was the rueful reply!

STUART SEAGER.

Results

Outright Winner: K. Faire (Riley 1.5); **Navigator:** Capt. D. Allen; 0 marks lost. **Production Touring Cars up to 1,300 c.c.:** 1, D. H. W. Thompson (Ford Anglia); **Navigator:** J. E. Appelby; 20 marks lost. 2, S. D. Silverthorne (Renault); **Navigator:** T. Fisk; 55 marks lost. 3, D. A. Austin (Ford Anglia); **Navigator:** R. H. G. Merry; 130 marks lost. **1,301 c.c. to 1,600 c.c.:** 1, P. A. Diggins (Wolseley 1500); **Navigator:** F. A. Patrick; 30 marks lost. 2, J. M. La Trobe (Borgward Isabella); **Navigator:** E. Hatfield; 55 marks lost. 3, D. Seigle-Morris (M.G. Magnette); **Navigator:** V. H. Elford; 70 marks lost. **1,601 c.c. to 2,600 c.c.:** 1, J. Reynolds (Zodiac); 135 marks lost. 2, C. W. Dart (Triumph); **Navigator:** P. D. Donovan; 190 marks lost. 3, W. F. Helm (Zephyr); **Navigator:** J. J. T. Morse; 230 marks lost. **Over 2,600 c.c.:** 1, H. P. Deschamps (Austin A105); **Navigator:** W. T. Harris; 335 marks lost. **Production Sports Cars up to 1,300 c.c.:** 1, N. Hickmet (VW); **Navigator:** J. Holmes; 540 marks lost. **1,301 c.c. to 1,600 c.c.:** C. D. Boulton (M.G.A.); **Navigator:** P. S. Clapham; 55 marks lost. **1,601 c.c. to 2,600 c.c.:** 1, A. Newsham (TR3); **Navigator:** P. Dingley; 50 marks lost. 2, J. B. Sunley (Acoca); **Navigator:** T. A. M. Piggott; 90 marks lost. 3, K. C. Chambers (TR3); **Navigator:** P. H. Marshall; 200 marks lost. **Special Cars, any capacity:** 1, A. T. Fisher (A35); **Navigator:** J. R. W. Thomas; 20 marks lost. 2, W. H. Morgan (Ford 100E); **Navigator:** P. P. Roberts; 70 marks lost. 3, D. C. E. Johns (A50); **Navigator:** J. A. Higginson; 80 marks lost.

"CAT'S EYES" SUPPER

ANNUAL sequel to the "Cat's Eyes" Rally is the "Cat's Eyes" Supper, which is to be held this year on 1st March at the Weir Hotel, Rayleigh, Essex. This is partly an inquest on the Rally, when competitors and organizers can get together and chew over the event, but also an excuse for an informal supper and dance. The discussion will be held from 6.30-7 p.m., with the supper at 8 p.m., followed by the dance. Tickets, price 12s. 6d. each, are obtainable from K. Sloman, 116 Woodfield Road, Leigh-on-Sea, Essex.

GETTING DOWN to it: The scrutineer at the finish peers inside this Berkeley 500 in order to interrogate the driver.



SUPERB appearance of the "Goggo Gran Turismo" gives a big-car look, and combines sound, practical engineering with good looks.

immediately. Within 100 yards, the choke could be released, and the full performance was available from that moment.

The performance is very remarkable indeed. In slow traffic, one needs to use all the gears, but on the open road the top gear pulling is astonishing. Although the engine has a capacity of only 293 c.c., it goes on accelerating in top gear almost as if one were still in third. It is the top gear acceleration between 40 and 50 m.p.h., and the way in which hills are stormed in this ratio, that seems almost unnatural. The maximum speed is 62 m.p.h., but a genuine 60 m.p.h. may be held with the throttle well back. At this sort of speed the mechanism is much quieter than one would expect, and even at full revs on the gears the unit remains absolutely smooth. At low speeds and

JOHN BOLSTER TESTS THE

ABOUT a year ago, I tested the Goggomobil saloon for AUTOSPORT. I found that it was not just another economy car, but a brilliantly engineered conception, and that it had many qualities which endeared it to the most fastidious driver. At the Geneva Show, the new coupé made its bow, and I have recently had the pleasure of testing this most attractive model, by courtesy of Messrs. Connaught Engineering, of Send, Surrey.

In many respects, the design of the coupé resembles that of the saloon, but it is altogether more luxuriously appointed, being very much a de luxe version of the Goggo. The appearance can only be described as superb, and the design of the body, which is also the chassis, is practical as well as beautiful. The all-round visibility is excellent, and the surprisingly large doors make entry and exit quite easy, in spite of the low build. This is a two-seater body, but there is a children's seat at the back which can be lifted out for the carriage of luggage. There is also some parcel room in the nose of the car, where the spare wheel is situated.

The suspension is the same as that of the saloon, all four wheels being independently sprung on swing axles, with helical springs and telescopic dampers. The rear universal joints give lateral location to the axles, and in front there is rack and pinion steering. The rims are of the same size as those on the saloon, but the section of the little tyres is fractionally bigger.

The engine is a vertical (or rather, slightly rearward inclined) twin-cylinder two-stroke, with forced cooling from a cowled fan. It has a combined dynamo and starter, and is built in unit with the transmission. It will be understood that the engine is behind the rear swing axles, and that its crankshaft and the shafts of the gearbox are parallel to them. It is therefore an all-gear drive.

The operation of the gearbox is simple but ingenious. All four speeds are in-

direct and in constant mesh, and the gear shafts are hollow. Inside them, there are tapered plungers operated by electrical solenoids. These plungers cause balls to be forced through holes in the wall of the shaft, whereupon they enter cavities in the centre of any chosen gear. The balls thus lock the gear to the shaft, and transmission takes place in that particular ratio. The gear is pre-selective, and the change only occurs when the clutch pedal is operated. Reverse is engaged by sliding a pinion, which is achieved electrically by pressing a button, though the clutch must be held out in this case. Moving the gear lever into any of the forward positions at once disengages reverse.

In practice, the gearchange works admirably. The changes go through instantaneously, and it seems impossible to make any sort of a clash or jerk. The separate reverse button allows rapid manoeuvring, but, of course, it is impossible to "hit" reverse accidentally, and the inter-connection renders the button dead when any forward gear is in use.

Let us go back to the beginning, however, which means starting from cold. I tested the Goggo during the worst winter conditions, and I have never driven a quicker starter. The engine was in full song almost before I had touched the key, and the car could be driven off

light loads, as in London, there are some typical two-stroke noises, and the Goggo is then noisier than a conventional car.

The steering and roadholding are so good that I cannot tell the truth without using superlatives. The steering is very light, yet it has plenty of castor return action, and is unusually "quick". There is no sign of wandering, and none of the usual swing axle effects are present. It would be difficult to imagine better steering.

The cornering power is very high. I was followed for some miles by a friend, a very good driver, who was handling a 1½-litre car. I kept up my steady 60 m.p.h., and flicked round quite sharp bends at that speed without any sliding at all. In my mirror, I could see the bigger car rolling considerably, and also sliding. It would then diminish in size and drop out of sight. After each bend, a powerful burst of acceleration was necessary before we were together again. That is why the Goggomobil can make a good average without employing a high maximum speed.

On snow and ice, the little machine was really at its best. It seemed virtually immune from wheelspin when other traffic was brought to a standstill, and the generous ground clearance and smooth bottom must have been a help. Obviously, independent rear suspension

Goggomobil T300 Coupe

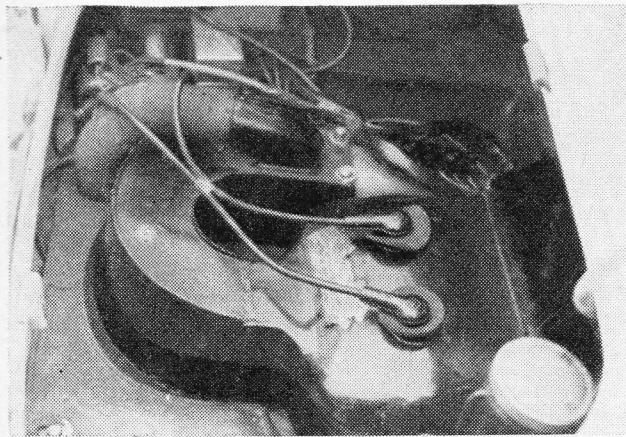


LOW seating position is emphasized in this view. The interior of the car is surprisingly roomy and entry and exit quite easy.

and an engine at the back are a help under these conditions, but one never gets that tail-heavy feeling that some rear-engined cars provoke. Cornering takes place with no roll at all, the tiny vehicle simply scuttling round on imaginary rails.

The ride is fairly firm, and the small wheels seem to feel certain sorts of

ing. It is on the right of the steering column, and the direction indicator switch is on the left, but the latter has no self-cancelling arrangements. There is a reserve fuel tap, but no petrol gauge. I averaged almost exactly 50 m.p.g. throughout, including London traffic, long runs, speed tests, and driving in snow. I would expect to obtain 60



★
ENGINE of the Goggo coupé is a two-cylinder two-stroke unit mounted at the rear and built in unit with the transmission.
★

bumps. There is never any pitching and the suspension is very well damped. It is curious that, although the kind of bump that one meets on a main road may be felt, a remarkably smooth ride is given over rough, unmade tracks. It seems that once the suspension is really working, it can absorb almost any bump. The brakes are very large, having regard to the size and speed of the car, and are in consequence exceptionally powerful. They are aided and abetted by the excellent adhesion that the independent four wheel suspension gives, and emergency stops may be made without any drama on wet roads.

The lights are quite adequate to the speed, and the dipswitch also incorporates a headlamp flasher for overtak-

m.p.g. on a journey, cruising at up to 50 m.p.h.

The Goggomobil coupé is built purely as a luxury model, and the finish, seating, upholstery, and detail work are consequently reminiscent of very expensive cars. Having regard to this, the price asked is not excessive. For those requiring a similar standard of performance and roadholding, but who are willing to accept normal standards of appearance and comfort, the saloon at £494 17s., including P.T., provides value for money. Either model is immense fun, and they are thoroughly sound engineering jobs, built to last. A new "big" engine of 400 c.c. is shortly to become available, and I shall be waiting on Connaught's doorstep when that one arrives!

JOHN BOLSTER also tries

A MODIFIED HILLMAN MINX

THE latest version of the Hillman Minx has already been tested by AUTOSPORT. A well-built family car, of agreeable appearance and exceptionally good finish, it has no pretensions to extreme performance, though it is as fast as most saloons of its size.

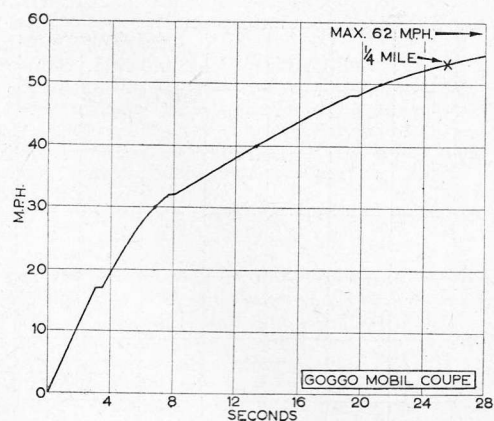
I have recently been testing a Hillman Minx which has been tuned by the Alexander Engineering Co., Ltd., of Haddenham, Bucks. Although nothing really radical has been done, the performance has been so greatly increased that it bears no resemblance to that of the standard model. For example, the maximum speed has been increased by exactly 10 m.p.h., and the time for the standing quarter-mile has been reduced by no less than 2.6 secs.

In detail, the only visible modification is the use of two 1½ in. semi-downdraught S.U. carburettors, fitted with pancake-type air filters, and mounted on special manifolds. Internally, however, a good deal of work is done on the cylinder head, stronger valve springs are fitted, and the compression ratio is raised from 8.1 to 8.6 to 1. Tuned in this way, the

engine is capable of over-revving on top gear, and so a Laycock de Normanville overdrive is fitted. This also operates on third gear, and to make the best use of the lower ratios possible, a central gear lever is installed in place of the steering column arrangement.

The effective gear ratios are now 3.6 (overdrive top), 4.778 (direct top), 5.32 (overdrive third), 7.126 (third), 11.807 (second), and 17.045 (first) to 1. The useful maxima are 88 m.p.h., 82 m.p.h., 75 m.p.h., 60 m.p.h., 38 m.p.h., and 25 m.p.h. respectively. It will at once be seen, from the above figures, that this car is much faster than any normal Minx.

The acceleration is very brisk, and is greatly improved in the upper ranges by the extension of the third gear performance, which the intelligent use of the overdrive confers. The mean of four runs in opposite directions over the standing quarter-mile gave 20.8 secs. This is the sort of time that one associates with six-cylinder 2½-litre cars. From 0 to 30 m.p.h. takes 4.8 secs.; 0-50 m.p.h., 11.5 secs.; 0-60 m.p.h., 15.4 secs.; and 0-70 m.p.h., 26.2 secs. It must be em-



Acceleration Graph

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Goggomobil T300 Fixed Head Coupé, price £625 7s. 0d., including P.T.

Engine: Two cylinders 58 mm. x 56 mm. (293 c.c.), fan-cooled two-stroke. 17 b.h.p. at 5,000 r.p.m. 6 to 1 compression ratio. Berg carburettors with cold-starting device. Ignition by twin coils.

Transmission: Multi-plate clutch. Four-speed constant mesh gearbox, with electrical pre-selection by miniature lever on instrument panel, ratios 5.073, 7.177, 10.996, and 20.624 to 1. Spur gear drive to differential and swing axles. Engine and transmission in one rear-mounted unit.

Chassis: Combined body and chassis. Independent suspension all round by swing axles, helical springs and telescopic dampers. Rack and pinion steering. Hydraulic brakes with 7½ ins. drums. Bolt-on disc wheels fitted 4.80-10 ins. tyres.

Equipment: 12-volt lighting and starting. Speedometer. Flashing indicators. Self-cancelling windscreen wipers. Heating and demisting.

Dimensions: Wheelbase, 5 ft. 10½ ins. Track, 3 ft. 6¼ ins. Overall length, 9 ft. 11½ ins. Width, 4 ft. 5½ ins. Height, 4 ft. Turning circle 24 ft. Weight 8½ cwt.

Performance: Maximum speed 62 m.p.h. Speeds in gears, 3rd 48 m.p.h., 2nd 32 m.p.h., 1st 17 m.p.h. Standing quarter-mile 25.5 secs. Acceleration, 0-30 m.p.h. 6.8 secs., 0-40 m.p.h. 13.2 secs., 0-50 m.p.h. 21 secs.

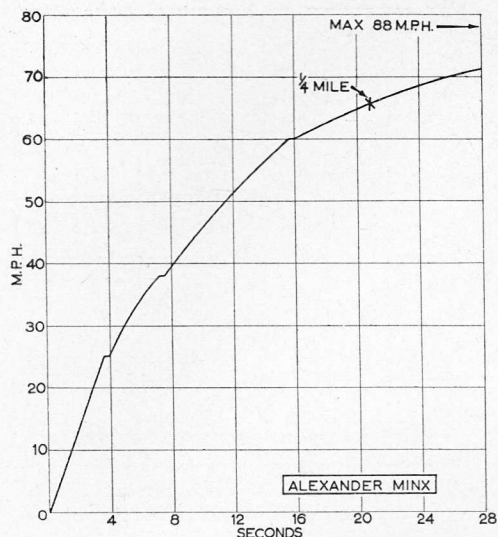
Fuel Consumption: Driven hard, 50 m.p.g.

phasized that these times were recorded in both directions, after the speedometer had been recalibrated at all relevant speeds.

Obviously, such figures are worthy of high praise, for the Minx is by no means a light car, and has a piston swept volume of only 1,390 c.c. The performance is, in fact, appreciably better than that which some cars, of semi-sporting character and of a full 1½-litre capacity, are able to produce. The fuel economy is also commendable, and I averaged 30.5 m.p.g. over a considerable mileage.

You cannot have something for nothing, and it would be too much to expect that the silence and flexibility would remain unimpaired. The extra noise is rather noticeable when the engine is really pressed, and comes largely from the carburettor air intakes, which have less silencing than would be found on a production car, in the interest of efficient induction. At cruising speeds, the increase in sound is barely noticeable, and it is of a character that will certainly not annoy the average enthusiast.

The flexibility is good, except that lazy driving on top gear does tend to promote some pinking, 8.6 to 1 is quite a high compression ratio for a cast iron head, and in any case there is no running-on, nor is the engine excessively rough. I would say that a very fair compromise



Acceleration Graph

has been struck, for a most impressive increase in performance has been made available without the car becoming too noisy or intractable. As is usual with multiple carburettors, the car pulls away better from cold than with a standard Minx.

There remains the question of steering, roadholding, and brakes, and once again the compromise has worked well. Some "hotted-up" cars that I have tried have been literally dangerous, because their

chassis design has been unable to cope with increased horsepower. In the case of the Hillman Minx, it remains fully controllable even at the much higher speeds which it is now capable of reaching. The steering is heavy, and to negotiate sharp corners rapidly does call for some physical strength. This fault apart, there are no vices, and the behaviour of the rear axle is superior to that of most comparable cars. I would not wish to tune the car any further, but I can say that the Alexander Engineering Co. have made the Minx go as fast as is possible

without rendering it tricky or unsafe. If one drives extremely hard on a winding road, the brakes eventually become uneven due to incipient fading, but return to full power after a brief respite.

Apart from the aforementioned modifications in the interest of performance, the test car had also been altered in appearance, to make it stand out from others of the same make. A coloured flash, running the full length of the vehicle, bright metal wheel discs with turbo slots and a monogram, and special bumper over-riders are included in this treatment. The price of this work is included in the list which follows. It will be understood that all parts are available for the do-it-yourself enthusiast, and that cylinder heads can be exchanged against a deposit.

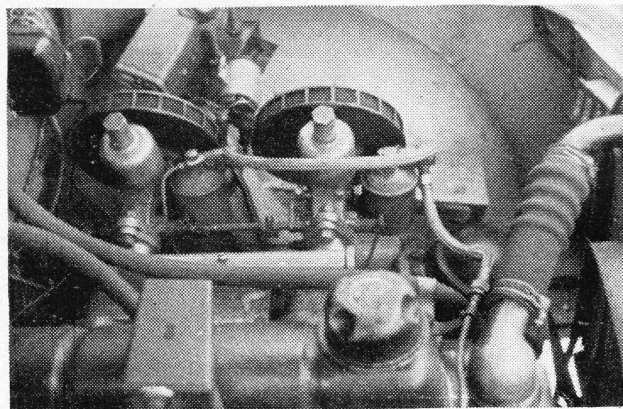
PRICE LIST

	£	s.	d.
Engine Tuning ...	42	10	0
Fitting ...	10	10	0
Overdrive ...	66	10	0
Surcharge ...	1	10	0
Fitting ...	12	10	0
Gear Change ...	10	0	0
Fitting ...	3	18	0
Discs ...	10	17	6
Over-Riders ...	3	17	6
Painting and Badges ...	10	10	0
	£172	13	0

★

ONLY VISIBLE MODS. in the engine room are the two semi-down draught SU carbs. with their large air filters. Hidden from the inquisitive eye, though, are several modifications which increase the power more than somewhat!

★



CORRESPONDENCE

Esso and Motor Racing

IN your issue of 7th February, it is stated that you find it difficult to understand why I should have made a personal statement to your representative that "my Company is seriously considering withdrawing from racing". This is, of course, a very controversial issue and I feel that my side of the question ought to be explained to your public.

The fact is that petrol companies exist by selling fuels to the normal motoring public. Nobody could agree with you more than I do that racing successes provide valuable publicity and give something tangible to support announcements relating to products, but announcements of this type can only affect the public directly if the products on which successes are achieved are the same as those available to the public.

As you well know, in spite of recommendation to use pump fuels, racing during 1958 will be conducted on fuels not available commercially. Therefore, any achievements made on fuels of these types cannot relate directly to petrols available

to the general motoring public and, for this reason, it is difficult to see any value to my Company, apart of course from the very desirable aim of supporting motor racing as a spectacle.

The fact that I have been intimately concerned with motor racing for a very long time must surely indicate that nobody has a greater love for it than I have but I, and others like me, have to justify considerable expenditure on commercial as well as sporting grounds. The question we have to ask ourselves now is: "Is motor racing in its 1958 form, and with the fuels that will be used, going to help the general motoring public?"

R. R. TANNER.

WALTON-ON-THAMES, SURREY.

TV Driving Tests

I CANNOT agree with Mr. Johnson's opinion and comments (AUTOSPORT, 31st January) on the Ken Wharton Memorial Driving Tests held at Chateau Impney Hotel, Droitwich, on Saturday, 25th January. Surely, the delicate art of throttle control on loose surfaces is a very definite test of driving ability? It also reduces the very great advantage of those motors which have been "breathed upon" to a very expensive extent, over the standard production vehicles.

I consider the Hagley Club are to be congratulated on the manner in which the event was conducted. During my many years of participation in motor sport I have never seen tests carried out with such rapidity (from an organization point of view) nor times announced so quickly. Other clubs please note! We all know that, when dealing with TV programmes, events have to run to time, but the timing of this event, even to the speeches and prizegiving, was superb. It just shows that it can be done.

My only complaint is that we had teams from Scotland, Wales, the North, the Midlands, the South and the South-West, but not from the *East*. May I remind the Hagley Club we do have motor cars in the Eastern Counties—and the bods to drive 'em!

C. M. S. ABBOTT.

WOODBIDGE, SUFFOLK.

REGARDING the TV driving tests in general and the letter from A. C. Johnson in particular, I should like to make the following points.

In the published article, T. H. Dorsett (Midlands) was credited with the best saloon performance in test 3, whereas G. H. Turnbull (South-West) actually beat Dorsett's time by 0.2 sec.

Regarding actual Test Performance, the South-West beat the Midlands in test 1 by 0.8 sec., in test 2 the Midlands beat the South-West by 4.8 secs., the Elva Anglia of the Midlands gaining 3.8 secs. on the standard Prefect of the South-West and Buncombe losing to Marsh by 1.8 secs. Warren in the TR beat H. L. Livingstone in a similar car by 0.8 sec. In test 3 the Midlands repeated the performance by gaining a further 4.2 secs., Buncombe unfortunately losing seconds to Marsh but Warren and Turnbull beating Livingstone and Dorsett respectively. Test 4 resulted in a narrow margin of 0.8 sec. in the South-West's favour. In short, the Midlands were too good for us but let's hope for a "return match" in 1959, with each region devising one test, and no previous practising on the test area by any team. The organizers, and the owners of Chateau Impney, can never have foreseen the complete disintegration of the surface, and we hope a firmer test area will be arranged for next year.

Regarding the running of reserves, the public are probably not aware of it, but they each had a run at the tests during the day and the South-West were well represented with individual awards.

It is suggested that next year the B.B.C. visit the event for, say, three 20-minute periods, at the beginning, the middle and the end of a whole afternoon event, where all six team members drive but only the performance of the best three in each team (one of each class) are counted toward the Ken Wharton Memorial Trophy.

DAVID F. HUSSELL,
SOUTH-WEST TEAM MANAGER.

PLYMOUTH.

Formula 1 Racing

HAVING appreciated for a number of years Mr. Bolster's talents as racing driver, commentator, author and journalist, I was astonished to read above his name the words: "I have no wish to be reminded of the extremely boring racing just before the war, when a totalitarian state misused our sport for propaganda preparatory to *blitzkrieg*."

In the first place, he might just as well have said that if any motor racing firm accepts financial encouragement from its government, then that is a "misuse of our sport". Do Alfa Romeo, Scuderia Ferrari and a few others, no doubt, stand thus condemned? What would Mr. Bolster's reaction have been if, for instance, the British Government had offered to subsidize Connaught Engineering to enable them to continue racing? There is only one conceivable reason why any government should take such action and that is simply for national propaganda.

Secondly, I cannot agree that the period 1934-1939 was boring. I doubt very much if any period either before or since has been or will be recalled with so much enthusiasm or remembered with so much nostalgia. And think of the enormous technical advances made during those years. If this was boring motor racing, how then does Mr. Bolster describe the period 1926-30 or, much more recent, the years 1952 and 1953.

I beg to submit, Mr. Bolster, that the British motor racing public has never been treated to such a spectacle of motor racing as it beheld at Donington on 2nd October, 1937. Let us call an end to the milk and water motor racing of today, however interesting it may be to the purely technically minded.

Let us once again have our ear-drums shattered, our eyes crossed and our senses set reeling by the sound, sight and smell of truly man-sized racing cars.

For the next Formula, I advocate a *Formule Libre* with the sole proviso of a minimum weight restriction (to avoid weight-saving to a point where it becomes dangerous) and a minimum duration for *grandes épreuves* of, say, 500 miles or five hours, to provide a much more thorough testing of reliability of engines, chassis and components such as brakes, shock-absorbers and tyres.

M. G. MAITLAND.

LONDON, W.2.

HEREWITH the gen for J.V.B. that alcohol (methanol) will, when used in place of petrol, always give greater power and reliability in any I.C. engine using any c.r. from 5 to 1 upwards. This is due to the difference in:—

(a) The fuel-air ratios of petrol and methanol.

These are 1 to 15 for petrol and 1 to 6.5 for methanol. Thus we have some $2\frac{1}{2}$ times more methanol than petrol by weight in a given volume of charge entering the combustion chamber, and it is this greater weight of charge raising the volumetric efficiency of the engine that gives us more b.h.p. irrespective of the c.r. used.

(b) The latent heats of vaporization of petrol and methanol.

These are 75 calories per gram for petrol, and 264 calories per gram, for methanol. Thus methanol has a latent heat of vaporization some $3\frac{1}{2}$ times greater than that of petrol.

Now multiply the $2\frac{1}{2}$ in (a) by the $3\frac{1}{2}$ in (b) and we find that methanol absorbs nearly nine times as much heat as petrol is capable of doing from those parts of the engine making up the combustion chamber. Because of this lowering of temperature the density of the charge entering the engine is much greater than it would be with petrol, and this, in its turn, plays its part in increasing the weight of the charge and in raising the volumetric efficiency still further, whatever the c.r. may be.

Greater reliability is the outcome of the cooling effects of methanol upon valves, pistons, and plugs, and is in marked contrast to the destructive high internal temperatures unavoidable with petrol when the engine is driven "flat out" for an appreciable length of time.

For reference, I suggest *The High Speed Internal Combustion Engine*, 1944 edition, by Ricardo and Glyde.

Lastly, I refuse to believe that J.V.B., with his appreciation of fine engineering, really regards the pre-war German G.P. cars as freaks. I grant one may change one's opinion, but hardly to the extent of referring to the Type W. 163 Mercedes-Benz as a superb machine in June 1951 and as a freak in February 1958.

JOSEPH BAILEY.

LONDON, S.E.7.

1172 Formula

REGARDING the recent correspondence concerning suggested variations to the 750/1172 Formula, may I respectfully suggest that the trouble with the present formula is that the 1,172 c.c. Ford engine has been developed as far as is practical by an enthusiast with limited means. The performance obtainable from the engine in this form is such that it now stands very little chance against many production cars which are available on the second-hand market at a reasonable figure. Whilst appreciating the idea behind Martyn Watkins's suggestion of using the Coventry-Climax engine as a basis, I feel that the initial cost of this unit immediately puts it out of reach of the vast majority of impecunious enthusiasts.

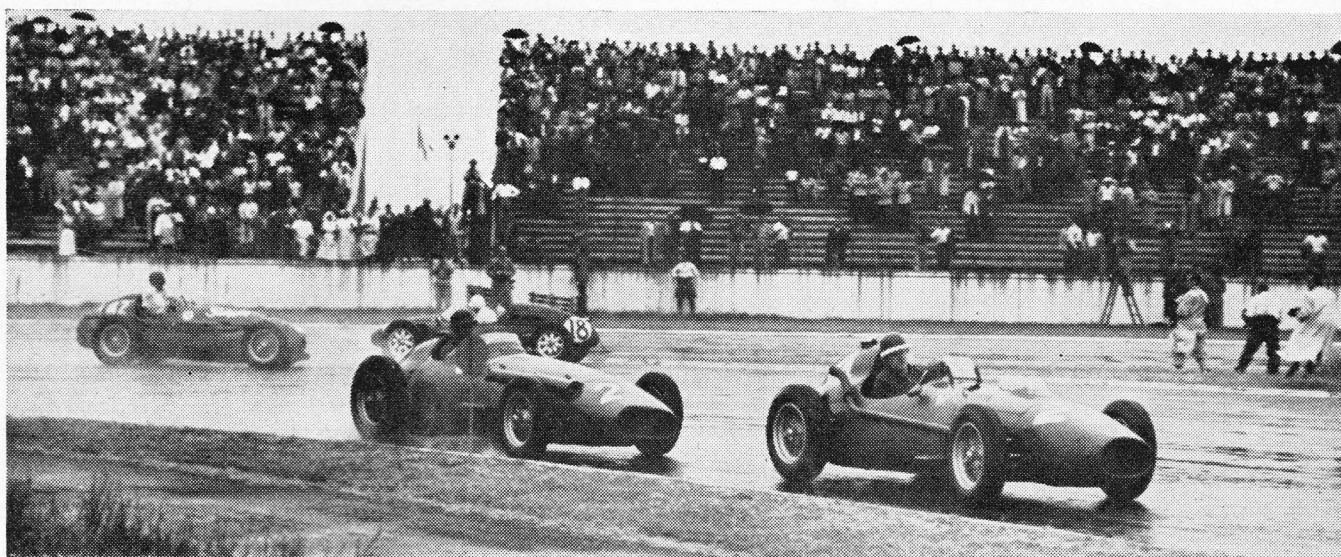
I would, therefore, like to suggest through your columns to the powers that be who decide the 750/1172 Formula that this should be amended to permit the use of any production engine up to, say, 1,000 c.c., o.h.v., and 1,200 c.c., s.v. Such a formula would give much greater scope to the amateur constructor with regard to the selection of engines and transmissions and consequently some great rivalry regarding the pros and cons of the various engines which are available.

If there is sufficient demand for a single-seater formula (and surely the 750 M.C. could find this out from their members), then there is no reason why the same basis should not be applied to a single-seater formula as well as to the two-seater species.

ROBIN N. RICHARDS.

BOREHAM, CHELMSFORD.

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



FIRST CORNER in the first heat: Hawthorn leads Fangio by half a length, but in the background Moss is seen spinning after the collision with Inglesias (on left) which put him out of the race.

FANGIO WINS AT HOME

Grand Prix of Buenos Aires won by Fangio (Maserati)—Moss retires after collision on first lap—Hawthorn (Ferrari) wins first heat but retires in second

A RELATIVELY small crowd turned out to watch the closing event of the 1958 Argentine International season: rain had started on the eve of the race and local enthusiasts were too reluctant to brave it. But those who did were rewarded by seeing Fangio annex his fifth victory in this classic race, although the fact that things came too easily for their idol cheated them out of their favourite show, which is Fangio emerging as the winner the hard way. This was likely to be the case, for Fangio started on the second heat with a hard

task ahead, since Hawthorn had beaten him on the first one and had 31.8 seconds to his credit—too ample a margin for anybody to discount, barring

Story and pictures

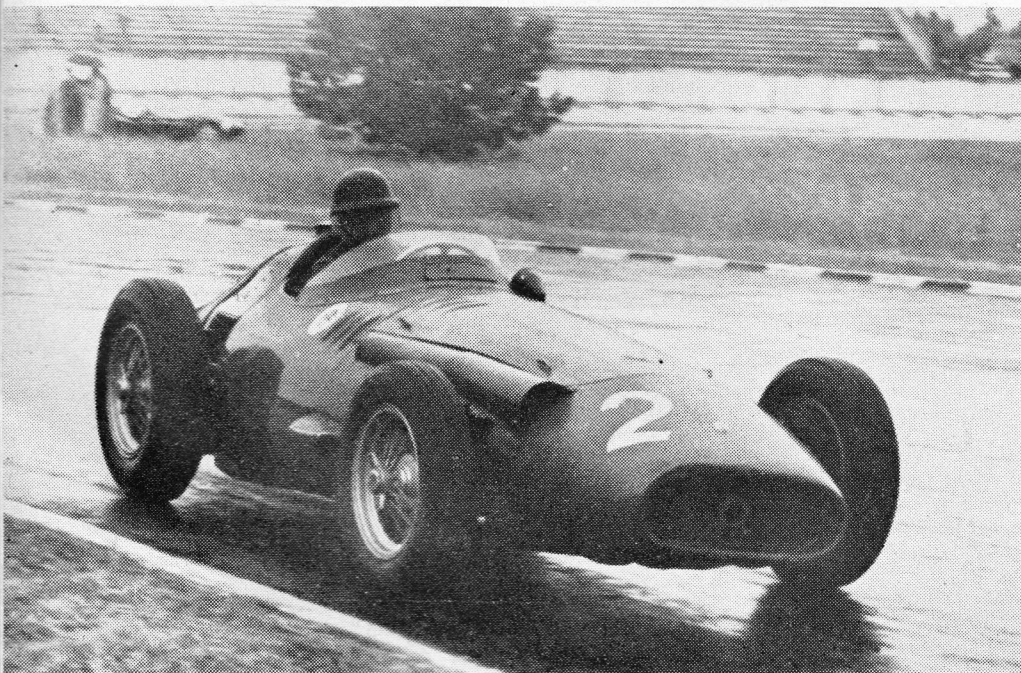
by Dr. VICENTE ALVAREZ

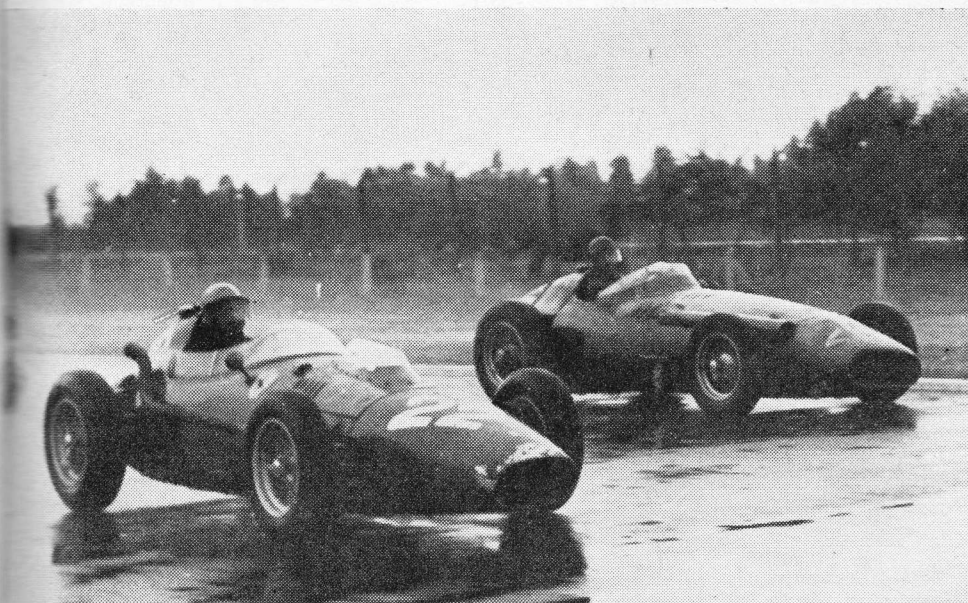
trouble in Hawthorn's Ferrari. The course was too slippery—it had rained through the entire first heat—and this was obviously a disadvantage to the

chaser, since he had to drive all-out to make up the difference, while the overall leader could afford to play safe—to a certain extent, naturally. But anticipation of a fierce battle died at the very start of the second heat, as Hawthorn's Ferrari broke an axleshaft. With Musso 12 seconds behind in the standings, it was Fangio's turn to play safe now. This was a most uneventful second heat, Fangio playing some sort of cat-and-mouse game with Musso, who led for a number of laps, to get in front when he thought the game was up. However, the first heat had been an entirely different matter, as Hawthorn put up a terrific performance to beat Fangio by 31 seconds in the downpour of rain. The twisty road was generally conceded to be a favourable condition for the performance of Moss and his Cooper—rain being reckoned as a further advantage. But the hopes of Moss's followers were to vanish soon, as a collision forced him out on the first lap.

As is customary, this Grand Prix was run over the Number Four course of the Autodrome—a winding circuit with a length of 4,706 metres (2.9 miles)—the 60-lap total being divided into two 30-lap heats, final positions being awarded by adding partial elapsed times. Run on a *Formule Libre* basis, regulations bore no restrictions on engine displacement or on the use of special fuels; besides, cars in the "Mecanica Nacional" category were invited to compete. These cars are powered by hopped-up stock engines, and the practice of mixing them with the "specials" had been abandoned after 1954. Presumably, the acute

WINNER: Fangio was second in the first heat and first in the second, in a 1957 works Maserati, privately entered by Giambertone.





CUTTING inside Fangio on the approach to the hairpin is Musso (Ferrari), who took the lead during the second heat, although he was not able to retain it.

shortage of Grand Prix cars led race organizers to forget the conclusive experience of past years and return to the much-too-free-for-all formula—plain overrating of the capabilities of the big-bore hop-ups did the rest; yet there are many other factors than mere engine-size which count—disregarding them so lightly does not pay. They missed—by far—the point of creating competition; “Mecanica Nacional” machines were absolutely outclassed, handling characteristics of most of them being a distinct threat to the safety of men in the faster Grand Prix cars. Nobody is to be individually blamed for shortage of first-rate Formula One cars but the race committee as a whole; waste of time, indecision and last-minute rushing, directly traceable to a lack of racing background on the part of the organizers; these were the outstanding features of the 1958 “Temporada”. Reviving practices long since done away with, as was the case with the Grand Prix of

Buenos Aires, is futile in its purpose and positively risky—and this is a proven fact: it adds little to the credit of the men responsible for the job.

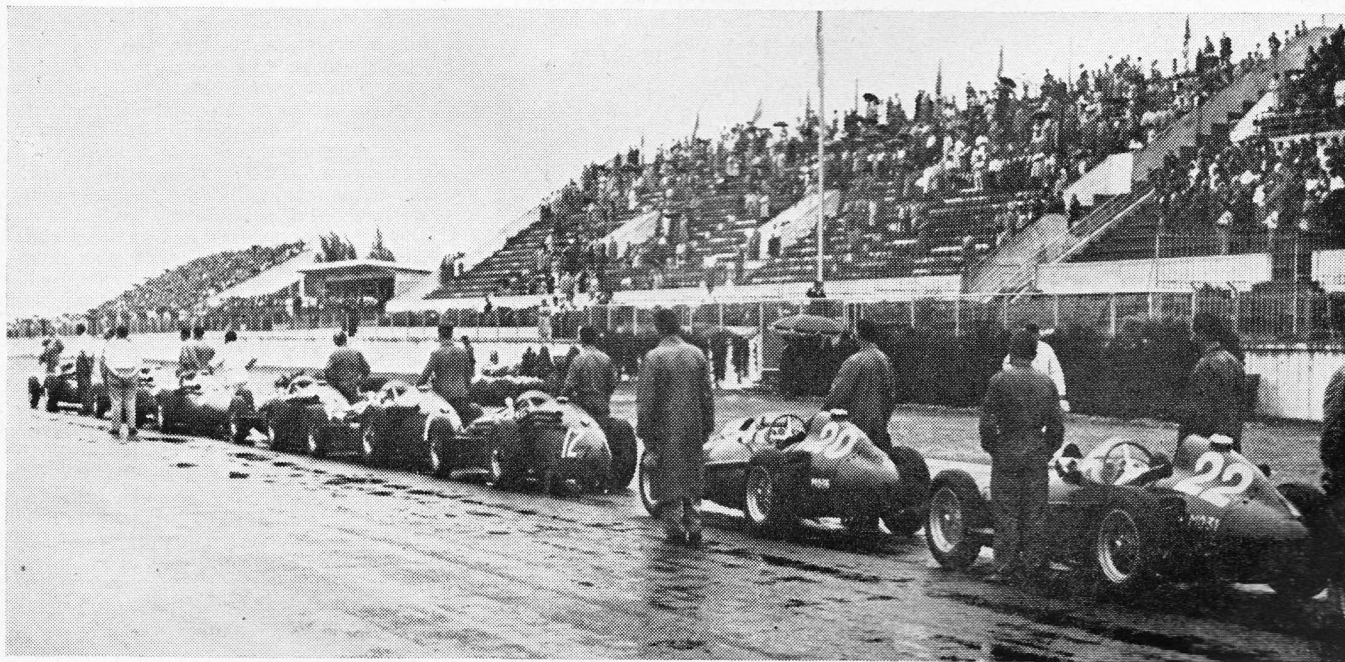
The Days of Practice

Signore Bertocchi, chief mechanic for the “Scuderia Sudamericana”, announced Fangio’s Maserati was in top condition, having remedied its dropping oil-pressure and overheating which—in addition to a sticking valve, as it was later revealed—had forced it back in the Grand Prix. Fangio made the fastest practice lap on Wednesday, 29th January, in 2 mins. 17.5 secs. However, he was complaining of poor roadholding on account of the tyres. The current batch of “Stelvio” Pirellis were tending to wear too quickly, so he had sets of Firestone and Continental sent over by air.

ON THEIR WAY to the starting grid, the cars pass the stands as the crowd rises for the National Anthem.

An active day at the Autodrome—Thursday, 30th—and Moss was the first driver on the track. After four laps at a moderate clip, he pulled in for new sparking plugs and the final carburetter setting. Out again, he made his fastest lap in 2 mins. 17.2 secs., and so ended his practice for the day. The little Cooper impressed one as a safe bet on this course—slower and twistier than the one the Argentine G.P. had been run on—and this fact was supported by the times registered by his competitors, with the exception—naturally—of Fangio, who made fastest lap in 2 mins. 15.6 secs., after trying three different sets of tyres; Pirellis proved better than the rest, by a couple of seconds per lap, so the decision was made to use them in the race, regardless of its tyre-burning characteristics. Third fastest was Mike Hawthorn in 2 mins. 19.5 secs.; Collins was fourth with 2 mins. 19.7 secs. As an indication of what the “Mecanica Nacional” cars could do in the race, local champion Ramon Requejo was the fastest man in the category, with a lap in 2 mins. 32 secs., in his Wayne-Chevrolet.

Fangio made a very long practice session on Friday, driving both cars of his scuderia; his best lap—2 mins. 16.4 secs.—was made in the long-wheelbase Maserati. Von Trips was the fastest man in the Ferrari team with 2 mins. 18.5 secs. Spectators were disappointed not to see Moss on the track, but he announced he would not drive until the qualifying day, so as to save his tyres. Phil Hill was invited to drive a Ferrari—his first experience in a Formula 1 car—and he enjoyed the ride a lot. With no experience of G.P. cars, Phil covered a number of laps, slowly at first, gradually increasing his speed, to make his fastest lap in 2 mins. 21.2 secs. A most promising début, on a completely unfamiliar and very temperamental machine. To quote Phil’s own words:



Fangio (Maserati) 2 m. 14.8 s.	Menditeguy (Maserati) 2 m. 15.6 s.	Moss (Cooper) 2 m. 15.8 s.	Hawthorn (Ferrari) 2 m. 16.1 s.
Collins (Ferrari) 2 m. 16.5 s.	Musso (Ferrari) 2 m. 16.5 s.	Von Trips (Ferrari) 2 m. 17.3 s.	
Behra (Maserati) 2 m. 20.8 s.	Mieres (Maserati) 2 m. 21.1 s.	Gonzalez (Chevrolet) 2 m. 22.6 s.	Bonomi (Maserati) 2 m. 25.1 s.
Gould (Maserati) 2 m. 26.2 s.	Godia (Maserati) 2 m. 26.7 s.	Requejo (Wayne-Chev.) 2 m. 29.1 s.	
Fontes (Chevrolet) 2 m. 29.3 s.	Iglesias (Chevrolet) 2 m. 30.3 s.	Bazet (Chevrolet) 2 m. 33.0 s.	Galvan (Ford) 2 m. 33.4 s.
Kavanagh (Maserati) 2 m. 34.5 s.			

It had been raining since dawn and as competitors had not practised on the wet track, the Chief Steward allowed them to do a lap prior to the start. One by one, cars covered the circuit. It was noticed then that both Menditeguy and Behra were absent, their cars being driven by Godia and Scarlatti respec-

HOT FAVOURITE after the first heat was Mike Hawthorn (Ferrari) who had won it, 30 seconds ahead of Fangio. However, he barely left the line, when his transmission failed at the start of the second heat.

"a cute little thing, with a terrific pull—and I just love to drive it. . . ." And he added: "Cute little things can get you in trouble, too. . . ." This could apply to race cars, also. . . . However, it would be interesting to watch Phil once he goes through more training on a G.P. car. Shortly before the day's activity was closed, Carlos Menditeguy made his practice laps—to make the day's second fastest lap in 2 mins. 17.2 secs. on the short Maserati. Jose Froilan Gonzalez lapped in 2 mins. 25.3 secs. in his Chevrolet-engined Ferrari, the fastest time for a hopped-up stock motor.

Thirteen Grand Prix cars were on hand for the time trials on Saturday. The Ferrari team boasted of its entire force of four cars, the last one, to be driven by Von Trips, having arrived too late for the first race. Scuderia Sud-americana had Fangio and Menditeguy, and another late arrival was the Scuderia Centro Sud—with Mieres and Behra as drivers. Moss was with the Cooper and there were four independent entries, all of them Maseratis.

Ferrari pilots went out and Haw-

thorn was the fastest with 2 mins. 16.1 secs., Collins and Musso tied with 2 mins. 16.5 secs. Stirling Moss lapped in 2 mins. 16.2 secs. Then Von Trips and Hill tied with 2 mins. 17.3 secs. Fangio set the fastest time—as the entire Ferrari team was pitted and watching—in 2 mins. 14.8 secs., a new lap record, at an average of 78.112 m.p.h. The new record had just been announced when Menditeguy got very close to the maestro with 2 mins. 15.6 secs. For a tense half-hour spectators were anticipating a response from the Ferrari team, but the rampant horses were pushed back to the garages although there was still plenty of time left to meet the challenge. At the last moment, Stirling Moss appeared on the track and took his Cooper around for a final try. Although he could not beat Fangio or Menditeguy, his best lap of 2 mins. 15.8 secs. was enough to obtain third place on the grid, beating the entire Ferrari squad.

Race Day, Sunday, 2nd February

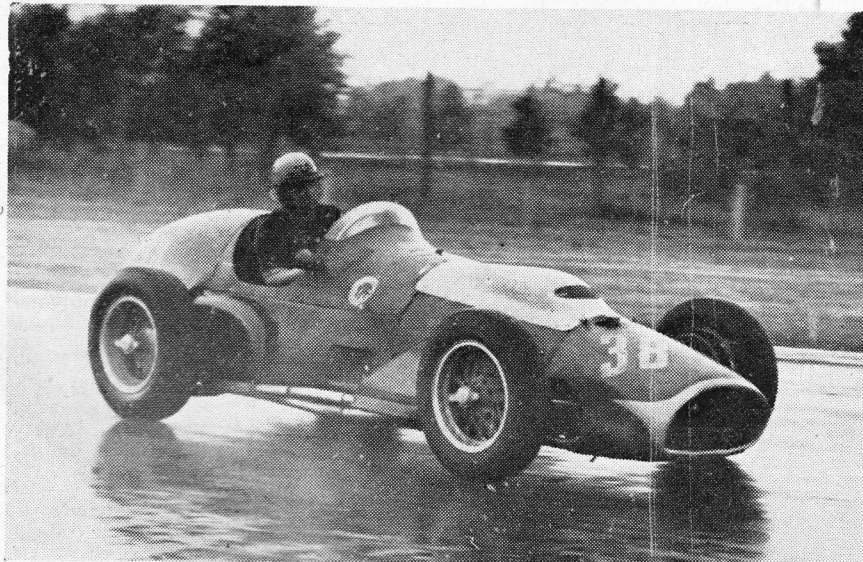
Line-up for the first heat of the Grand Prix of Buenos Aires City:—

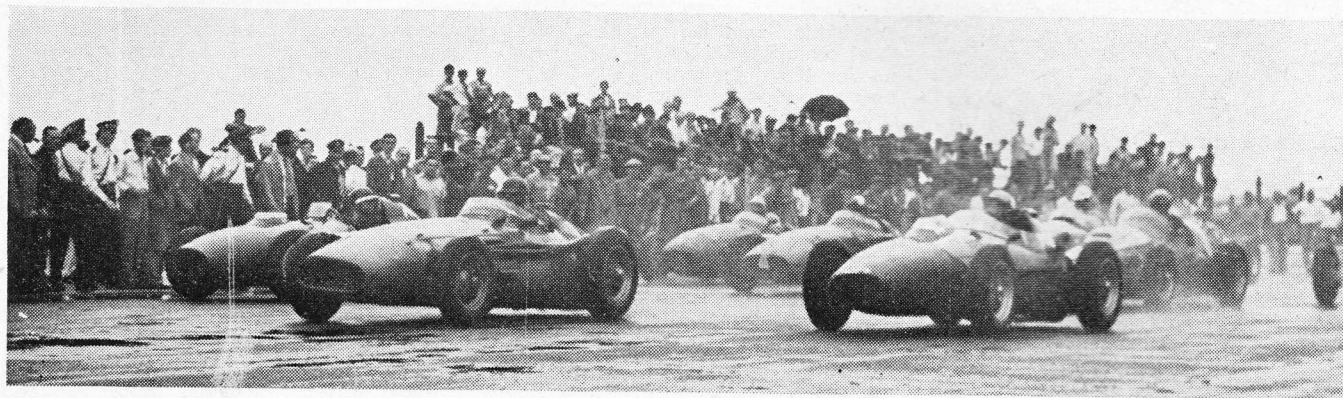


TENTH LAP of the first heat, and in the mate, Musso. Von Trips took Fangio on

tively; Bonnier was in Godia's car. At 4 p.m. the starting flag was dropped. Godia was the first man off at the start—in Menditeguy's Maserati; Collins's Ferrari broke an axleshaft at the very start and was out of the race—the same mishap that put him out in the Argentine Grand Prix—and exactly at the same moment of the race. Good gear-shifting let Godia beat Fangio, Moss and Hawthorn down the home stretch. Getting into the first turn, it was Hawthorn in front, in the centre of the road, with Fangio right behind on the inside. Moss, running third, on the outside, opened wide for the turn and was hit by Iglesias, the Cooper being shoved up in the air to fall on its four wheels, facing backwards and spinning on to the outfield. Several camera-ghouls who had unwisely clustered at that particular spot—the most dangerous on the

RETURN to International racing of José Froilan Gonzalez—not at the wheel of a Formula 1 car, but his own Chevrolet Corvette-engined Ferrari. He finished sixth overall.





START of the second heat in the Buenos Aires G.P.: Fangio goes out in front, trailed by Musso. On the extreme left, Hawthorn stops with a broken rear axle and glances anxiously behind to see if danger threatens!



Von Trips has just passed his Ferrari team-mate on the 5th lap only to spin off and crash a lap later.

whole course—certainly owe their lives to Stirling's chauffering; the speeding Cooper, its rear end badly damaged, was careening towards the group—over the wet grass—but Moss kept command of it and dodged the picture-of-the-year hunters. The car had a badly damaged right side and a torn rear end, which meant finis for the day. Moss jumped out of the wrecked car unhurt and hurried back to the pits with the hope of getting a ride in another machine, but none was available. Iglesias was unhurt, too, but the front end of his Chevrolet was too damaged to resume racing. Several versions circulated on the accident—which is not at all unusual—but the most likely had it that Iglesias came into the first turn too fast to do anything but go down the escape-road; with the brakes on, the car kept going dead straight and hit the Cooper right in the middle. Iglesias had started at the rear of the pack with a decidedly slower car

and he was in fourth place at the end of the straightaway. Checking this point with other drivers, all of them agreed on the fact that the Chevrolet zoomed past the faster cars and at the end of the stretch it was positively uncontrollable—with no alternative other than keeping on a straight line and going off the course; it rammed the Cooper and hoisted it several feet in the air. Fortunately, the Cooper landed on its four wheels and Moss could hold it under control, to stop eventually off the track.

At the end of the first lap, Hawthorn was leading, with Fangio pretty close on his tail. Musso, Von Trips, Godia and Mieres were following. On the third lap, Godia stopped to give the car to Menditeguy; Scarlatti stopped on the fourth to let Behra take over. This "relief" so early in the race occurred because both Menditeguy and Behra were late at the start—they claimed that they thought the race was to start at 4.30 . . . and it was already on its way as they got out of the taxi at the Autodrome.

Hawthorn, Fangio, Musso, Von Trips, Mieres, Behra and Menditeguy were in that order in the leading group at the end of the fifth lap. Bonomi had given up the race with gearbox trouble in his Maserati. The thin drizzle became real rain at this stage of the race. Kavanagh was out with mechanical trouble; Gould and Gonzalez were having a private duel for seventh place. Von Trips got by

Musso on the 10th lap and began pressing Fangio, to pass him, finally, on the 15th lap. However, one lap later, Von Trips spun out of a turn and crashed against the outside fence; the car was seriously damaged and out of the race. Von Trips came out all right but infuriated.

At the 20-lap mark, Hawthorn had a lead of 15 seconds on Fangio; his average was 66.86 m.p.h.—rather fast considering the slippery track. Fangio had 14 seconds on Musso. There were no changes in position for the rest of the heat—only that Hawthorn enlarged his lead to 31 seconds. He also set the lap record: 2 mins. 35 secs. on his 10th lap. Finishing positions (30 laps): 1, Hawthorn, 1 h. 19 m. 7.7 s., average 66.535 m.p.h.; 2, Fangio, 1 h. 19 m. 39.5 s.; 3, Musso, 1 h. 19 m. 52.2 s.; 4, Scarlatti/Behra, 29 laps; 5, Godia/Menditeguy, 29 laps; 6, Gonzalez, 29 laps.

The Second Heat

Twelve cars lined up for the second heat; Mieres, Bonomi and Kavanagh reported that the trouble in their cars could not be repaired in the half-hour intermission. The rain which had continually fallen through the first heat had now ceased; however, it was not likely that the road would dry completely. Having gained 31.8 seconds on Fangio in the first heat, Hawthorn had the Grand Prix more than half won. A



THIRD overall was Carlos Menditeguy, who was placed fifth in the first heat and second in the second, driving a Maserati.



HAPPY ANTICIPATION of a victory in the Buenos Aires G.P. was not fulfilled for Mike Hawthorn. He won the first heat, but axle failure put him out of the second.

hot battle could be anticipated as the local champion would try hard to make up for the difference. Fangio coming up the hard way always means a terrific show, but the expected duel was not to be; while Fangio forged ahead like a flash at the start, Hawthorn got away slowly, only to coast to his pit and retire with a broken axleshaft in his Ferrari—three cars out at the starting line with broken axleshafts was too coincidental a fact to go unnoticed—and thus the formidable Ferrari team was reduced to one car. Now it was Fangio who occupied first place in the overall standings, with 12.7 seconds on Musso, and he decided to drive accordingly. At the end of the first lap, he was closely trailed by Musso. Requejo was keeping his Chevrolet in a precarious third place. On the third lap, Musso passed Fangio on the inside while approaching the "Hairpin". Then Requejo had to surrender to Menditeguy, Behra and Gonzalez. Menditeguy broke the lap record: 2 mins. 34.4 secs. on the seventh lap, getting closer to Fangio, who was calmly following Musso. At the 10-lap mark, Musso had 3 seconds on Fangio and 11 on Menditeguy—the latter being one lap behind the leaders in the overall placing (note first heat results). Gould's Maserati retired with no oil-pressure. Fangio set the ultimate lap record—on his 17th lap—with 2 mins. 34 secs.—average 68.373 m.p.h. On the 20th lap he took

Musso on the twisty section of the course. It appeared as though Musso, realizing he could not gain those precious 13 seconds on Fangio—to beat him for first place overall—had decided to give up the fight and be satisfied with second place; on the 21st lap he spun out on the switchback, and after he righted the car he seemed completely detached from the race. Fangio soon opened a 24-seconds gap on Musso, who had Menditeguy barely one second behind—and, evidently, determined to get by. . . . Gonzalez had to stop at his pit twice, for oil. His V8 Chevy had been misfiring badly all the time but kept on going. Menditeguy finally beat Musso for second place on the 25th lap, and that was the last change in positions. Fangio covered the 30 laps in 1 hr. 19 mins. 7.8 secs., beating his team-mate Menditeguy by 16.4 seconds. Finishing positions in Heat 2:—

1, Fangio, 1 h. 19 m. 7.8 s., average 66.533 m.p.h.; 2, Menditeguy, 1 h. 19 m. 24.2 s.; 3, Musso, 1 h. 20 m. 4.5 s.; 4, Behra, 1 h. 20 m. 54.9 s.; 5, Bonnier, 29 laps.

Tabulation of elapsed time in both heats gave the following overall results:—

1, Juan Manuel Fangio (Maserati), 2 h. 38 m. 47.3 s., 60 laps; 2, Luigi Musso (Ferrari), 2 h. 39 m. 56.7 s., 60 laps; 3, Carlos Menditeguy (Maserati), 59 laps; 4, Scarlatti/Behra (Maserati), 59 laps; 5, Joakim Bonnier (Maserati), 57 laps; 6, Jose Froilan Gonzalez (V8 Chevrolet), 57 laps.
Winning Average: 66.311 m.p.h. Lap Record: Fangio (17th lap, 2nd heat), 2 m. 34 s.

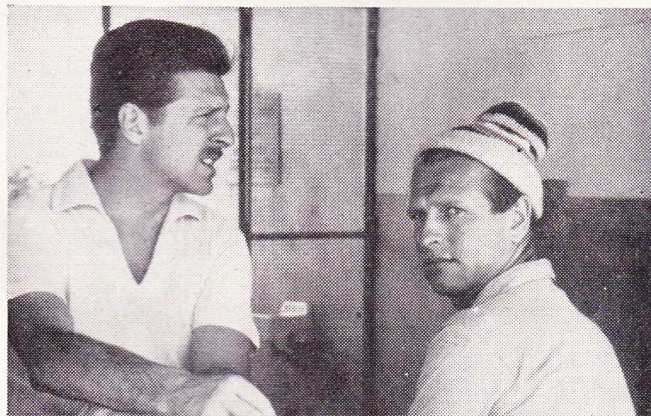
FACES and PLACES . . . in the pits before the Buenos Aires 1,000 km. Race



"YOU SHOULD roll your own, like I do"—Jean Behra (right) discusses cigarettes with Gerino Gerini.



"QUIT WORRYING, bud"—John von Neumann (right) reassures an anxious-looking Phil Hill during practice.



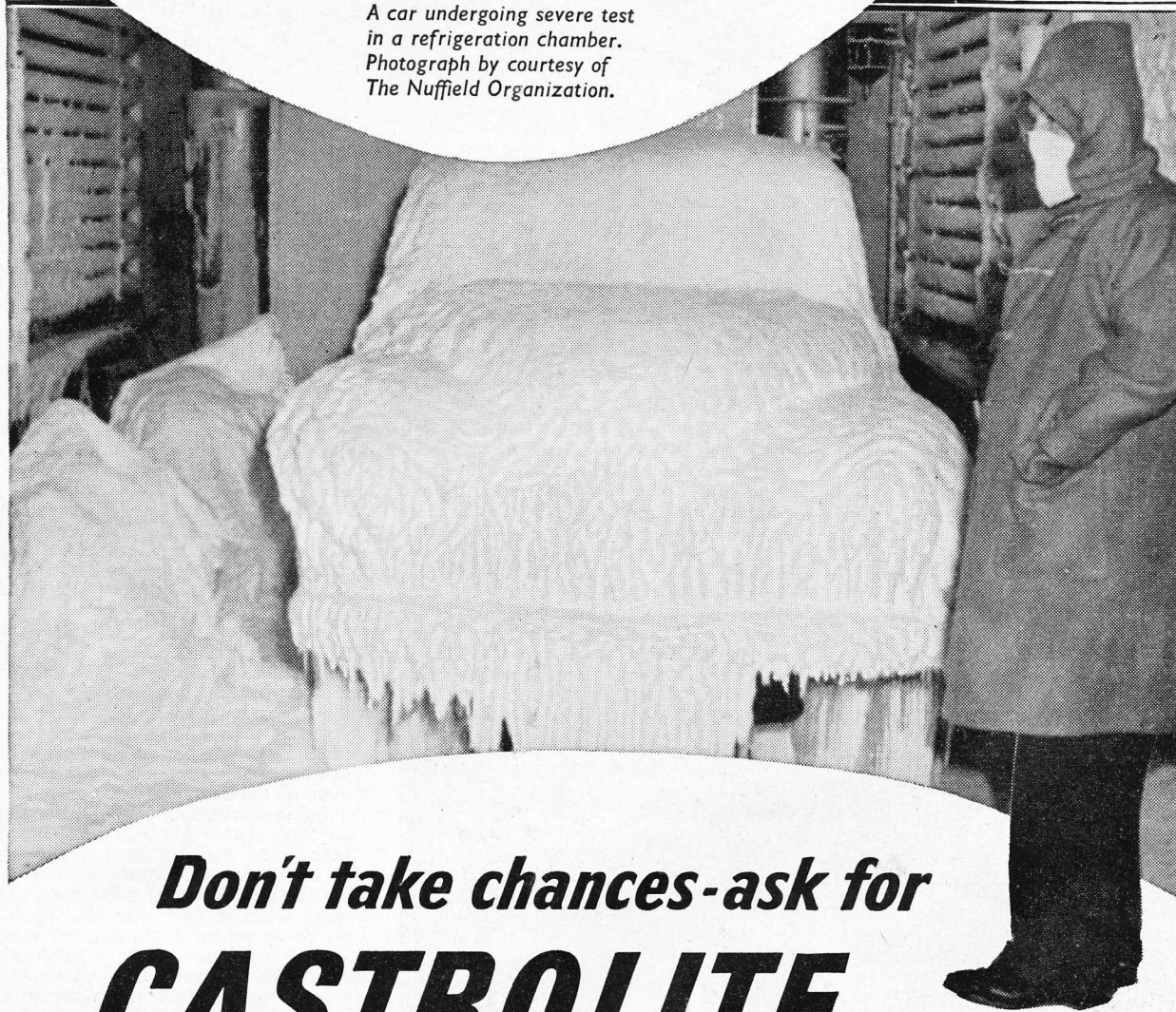
"DON'T LOOK NOW, but there's one of those dreadful photographers!"—Peter Collins (in strange headgear) and Von Trips.



"BUT DOCTOR, I even wake tired"—Stirling Moss in conversation with AUTOSPORT'S South American correspondent, Dr. Vicente Alvarez.

At 30° of frost
cars start easily on
CASTROLITE

A car undergoing severe test
in a refrigeration chamber.
Photograph by courtesy of
The Nuffield Organization.



Don't take chances-ask for
CASTROLITE
by name

THE BALANCED **MULTI-GRADE** MOTOR OIL



THE honour of being the first New Zealander to win an international motor race in his own country went to the Auckland Ross Jensen in Dunedin on 1st February when, driving his ex-Moss 250F Maserati, he led the New Zealand Road Race Championship field from start to finish and averaged about 65 miles an hour on the tight "round-the-houses" circuit. Bruce McLaren, also of Auckland, came home second in the works 1,750 c.c. Cooper-Climax, and in third place was Syd Jensen, of Feilding, in a Mk. 10 500 c.c. Cooper. Next in line were Christchurch's Pat Hoare (3-litre Ferrari) and the Englishman, Dick Gibson (Cooper-Climax).

Although the race was advertised as being of 51 miles, the cars covered 34 laps of the 1.4-mile circuit so the actual distance must have been 47.6 miles. Jensen covered the distance in 43 mins. 34.2 secs. There was a 13 sec. margin between him and McLaren who was followed 1 min. 18.8 secs. later by Syd Jensen in the little Cooper. Hoare finished 1 min. 15 secs. later and Gibson finished 5 secs. behind him.

Nine of the 16 starters were still running at the end. Among those who retired was Archie Scott-Brown. His

★
HAPPY MAN! Ross Jensen grins happily as he clutches a bottle of champagne after winning the Dunedin G.P. in the ex-Moss 250F Maserati.
★



best race to date and never made a mistake, and confounded the experts by keeping the Maserati ahead of the bunch of Cooper-Climaxes which everyone thought would be most suited to the tight, bumpy circuit.

It was a well-earned win for Jensen

form. So was he. Never farther back than eighth after three laps, he was fifth 20 laps later and came into third place in the concluding stages of the race after Ron Frost (F2 Cooper) and Geoff Mardon (R.A. Vanguard) retired.

Mardon was undoubtedly the unluckiest man in the race. This former speedway rider drove the special built in Christchurch some years ago by Hec Green and Jack Brewer. The R.A. Vanguard has, as its name suggests, a Vanguard engine mounted Cooper-fashion behind the driver and fitted with a supercharger, giving 12 lb. boost, in a tubular frame. The front independent suspension ingeniously involves the use of rubber used in some types of aircraft landing gear, and at the rear there is a fairly conventional de Dion layout. The gearbox and clutch are based on Citroën components. Mardon moved up to fourth place at the end of three laps and into third place when Frost retired with clutch trouble in his Cooper-Climax after 23 laps. Then, just when it seemed certain he must bring home the New Zealand-built special well ahead of many more expensive factory-built cars handled by more experienced drivers, a rear wheel collapsed on McGregors Corner with only three laps left to go. It was the big disappointment of the day.

Gibson took the pole position on the starting grid. According to the timekeepers he had put in a qualifying lap in 1 min. 6.8 secs. But the general view of the rest of the drivers as well as most other people was that this time, which meant an average speed of about 77 miles an hour, was a physical impossibility on the Dunedin circuit! Outside Gibson was Ross Jensen who had been credited with a lap at 1 min. 15.8 secs.—about 66 miles an hour—and then came Roycroft who had taken the 4½-litre Ferrari round in 1 min. 16 secs.

Scott-Brown put in two or three laps in practice, the best being in 1 min. 30 secs.—56 miles an hour—and he found himself back in the sixth row on the grid.

Roycroft, making the most of the

TRANSMISSION BOGY. Ron Roycroft had a recurrence of the transmission trouble that has put him out of two Dunedin international races with the Ferrari. Here he is cornering on the second lap at Dunedin this year. The Ferrari only lasted another two laps.

NEW ZEALAND NEWSLETTER

FROM PETER GREENSLADE

Lister-Jaguar went out with differential troubles after 23 laps. It was not one of his good days. He started from the sixth row of the grid and moved up to be fifth after a few laps but gradually drifted back through the field and never looked a challenger. Gibson's run of bad luck continued. He spun at the entrance to the pit straight when well up with the leaders at the end of 12 laps and lost a number of places before he got going again. Thereafter he drove steadily and well but had no chance of making up the leeway. Jensen drove his

after his second placings in the New Zealand Grand Prix and the Lady Wigram Trophy, and McLaren showed himself to be a first-rate driver too. He moved to second place after two laps and had no trouble retaining it. The placing made up for his run of misfortune in the earlier international races when, on each occasion, he was compelled to retire with gearbox troubles. But undoubtedly Syd Jensen was one of the men of the day. His 500 c.c. Coopers are always perfectly prepared and the car he raced at Dunedin was in top





Ferrari's 4,500 c.c., shot out first with Ross Jensen about two lengths back. Gibson made a poor start and Syd Jensen slipped the Cooper through from the second row to pass him before he really got moving. But Scott-Brown made the best start of all. He zig-zagged the Lister-Jaguar through the tightly packed grid to draw up behind the front and second row men as they braked before entering the first corner, a right-angled left-hander at the end of the pit straight. Ross Jensen, Roycroft, McLaren, Frost and Scott-Brown completed the first lap closely bunched in that order. Then there was a small gap already to a gaggle of Cooper-Climaxes among which were Frank Cantwell with the Tojeiro-Jaguar, Hoare and Mardon.

On the next lap McLaren took Roycroft, so when they came round again the order was Ross Jensen, McLaren, Roycroft. There was then quite a gap to Frost, who was closely followed by Mardon, Scott-Brown (already drifting back a little), Gibson, Syd Jensen, Cantwell, Ernie Sprague (4CLT Maserati) and Hoare. Roycroft failed to show up next time round. The Ferrari suffered a recurrence of the transmission trouble that has always been one of Roycroft's main headaches.

At the end of five laps Ross Jensen, who had completed a lap in 1 min. 14.5 secs., lapped the last car, the Mistral of Bob Blackburn. He was about 200 yards in front of McLaren, then came Frost, Mardon, Scott-Brown, Syd Jensen, Gibson, Cantwell, Hoare and Sprague. The leaders were settling down to their work and keeping station without much variation now. Scott-Brown was continuing to drop back a bit, but still holding his fifth position, and Gibson was also dropping back and losing places.

Ross Jensen completed his 10th lap in 1 min. 15.6 secs. and still had McLaren close behind him. There was then a big gap to Frost and the rest of the order remained unchanged. Scott-Brown was lapping in about 1 min. 20 secs.

Cantwell retired when a bolt locating the de Dion assembly on the Tojeiro-Jaguar sheered in the 16th lap. Four laps later Ross Jensen lapped Scott-Brown, and four laps after that Scott-Brown coasted round the corner leading into the pit straight and pulled the Lister-Jaguar to the side of the road. He

was out of the race. Frost retired at the same time and so the position was that Ross Jensen led McLaren, Mardon, Hoare and Gibson. The latter was going hard to regain the lost ground. Jensen was now one lap ahead of Syd Jensen and by the time the leader had completed 30 laps both he and McLaren had a clear lap on the third man Mardon. It looked as though the race was as good as over. Then the wheel on the R.A. Vanguard collapsed and that let Syd Jensen come up to third place. The race ended without any further change in the order.

Gibson finished fifth and was followed in by Ian McKellar (1,100 c.c. Cooper-Climax) and R. G. Levick (500 c.c. Cooper). Then came Sprague, who had made a series of pit stops, with the 4CLT Maserati.

As well as the championship race the Otago Sports Car Club ran a series of shorter events in the course of the day. The 23-mile open car race provided an inauspicious start to the programme in the morning. It all happened because the lap scorers and timekeepers had been placed in buses within about 10 feet of the edge of the circuit and just around the corner leading into the pit straight. The sudden appearance of cars rounding the bend at more than 70 miles an hour and at close quarters apparently unnerved everyone concerned.

Merv Neil, of Auckland, with the ex-Brabham 2.2-litre Cooper, went into an early lead and held it until the end. But the end did not come when everyone expected it. The trouble was that it was found out that the full distance was two laps more than that advertised in the programme. Evidently some of the drivers were not in on the secret either. Imagine everyone's amazement when round came Neil on what was considered his final lap and there was no chequered flag. He circulated three more times before it was put out and then he was so preoccupied with getting through the corner that he failed to see it! Neil continued at unabated speed followed by an equally ignorant Syd Jensen in the Cooper 500. He must have completed another two laps before he eventually saw the flag. Jensen saw it about the same time and the rest of the field, headed by Hoare, also picked up the signal. The race ended in much

SCORE SETTLED. Frank Cantwell avenged his unfortunate defeat in the 50-mile Wigram sports car race by running away from the field in the Tojeiro-Jaguar to win the Dunedin sports car race very convincingly.

confusion and at least one protest was lodged. At the same time the place-getters were announced as Neil, one Lawton in an Austin-Healey, and Hoare. There was no mention of Jensen who indisputably had finished second. After some intensive work on the lap charts the matter was righted.

Cantwell with the Tojeiro-Jaguar made up for his misfortune at Wigram the previous week when he won the 27-mile sports car race from Ken Harris in the Monza Ferrari. At Wigram in the 50-mile race Cantwell was leading Harris by a complete lap when he punctured a tyre and Harris came home an easy winner. Cantwell was first away at Dunedin from the Le Mans-style start and held his lead although not too comfortably. His average speed was slightly less than 60 miles an hour. In third place came M. C. Mayo in his amazing Buckler 90. Then came McKellar in the 1,100 c.c. Cooper-Climax.

A Ford Anglia driven by M. Kenyon won the saloon car handicap from the 20 sec. mark. He led almost all the way and was followed home by W. E. Crosbie in a Goliath who had started from the 40 sec. mark. In third place was another Anglia driven by O. B. Whitehead from the 15 sec. mark. Most of the excitement in this race was derived from a brace of Ford Zephyrs and a Consul which raced in close company all the way, frequently changing places and assuming fearsome angles on the corners and burning up brakes and tyres in alarming fashion. However, they were really handicapped out of it. A Mk. 2 Zephyr driven by J. M. Hayes finished fourth and the Consul driven by H. J. Heasley was fifth.

Dunedin Sidelights: Scott-Brown was sponsored in the Road Race Championship by a well-known refrigerator manufacturer and had the brand discreetly painted along the sides of the Lister-Jaguar as well as on his crash helmet!

Ken Harris, after finishing second with the Monza Ferrari in the 27-mile sports car race, took a good look at his rear tyres and noted that the wear had been nothing short of fantastic so withdrew from the championship for the very good reason that he felt he did not have a chance on such a tight circuit and decided to save some rubber for another day.

In a radio interview before the race Scott-Brown admitted he had seen nothing quite like the Dunedin circuit before. It seems unlikely that he or anyone else will see it again, because the Dunedin police are not anxious for the club to use it any more!

There was a crowd of about 10,000, but the general view of the gatekeepers was that at least 3,000 came in "over the fence" and were not paying customers!

Seen travelling south to Dunedin: a Formula II Cooper being driven on the road behind a sports Cooper-Climax being towed on a trailer by a Sunbeam-Talbot!

A Letter From Canada

WE publish below extracts from a letter we have received from Derek Lawford who is a member of the Sports Car Club of British Columbia. The letter is of particular interest, dealing as it does with varied aspects of club life of the country. Descriptions are given of events which, although they may differ in practice from those we know at home—and this applies especially to rallies—are nevertheless necessarily based on our events. The illustrations will also be of interest, showing a number of specials, the like of which we seldom meet on British circuits.

"... We ran seven meetings during the summer season, the machinery becoming more and more interesting as time went on, with Testa Rossas, Mercedes 300SLs, a Pooper (Cooper with Porsche engine), Lotus, Elektron, D Jaguar, Porsche Spyder, Carrera, and Speedster, Healey 100S and many other pieces of high-priced machinery. It is regretted that most of it comes from South of the border. However, they are good sports and they like coming to our races.

"The Department of Transport has given us notice to quit Abbotsford by 1st April. Swan Song race is 30th

March. The club is going to build its own racing circuit and various schemes to raise \$100,000 to finance it are being examined. We have got the land from the Government, about 15 miles from Vancouver (Abbotsford was 50), and hope to start construction fairly soon. The overall plan calls for a 2-2½ mile road circuit, hill-climb and autocross course. Pits, club house, etc., will be built as and when the money is available. The interest is growing fast in the Province. Our highest gate was about 5,000 people at the mid-Summer meeting, which is high for this part of the world, and the club made a profit of around \$10,000 on the year's racing. All this goes to convince us that the project can be financed and carried through. When the circuit comes into being, it will, as far as we know, be the only privately owned circuit in North America. I will report further as it progresses.

"The Ohanagan Auto Sport Club of Kilowna held a hill-climb in July at Westbank, about 350 miles up country, on the shores of Lake Ohanagan. The setting was ideal. Start on the road alongside the lake, about half a mile of twisting road along the lake and then a

sharpish left bend up the hill proper, quite steep and twisty, with a 500 yard straight run to the finish. The course was a public highway closed for the day with the blessing of the Minister of Highways in Victoria. Somebody had some 'pull'. Yours truly competed in a Healey 100-Six, and thoroughly enjoyed same, although no pots were collected. I was promised results and photographs by the organizers for you, but although I chased them up by letter and long distance, no joy. Such is Canada. Too much trouble.

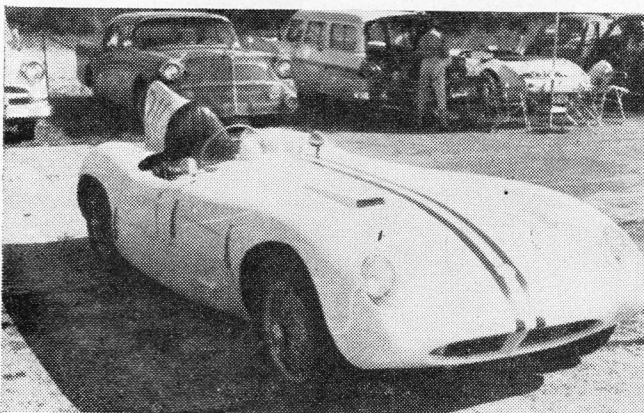
"On 9th-10th-11th November last, the Cariboo Rally was run. One thousand miles in three days over 5,000 ft. mountain passes, ice, snow, mud, etc. Joan (my wife) competed in her new VW with two girl friends and did pretty well (with the aid of my Halda Speed Pilot swiped from the Healey). I navigated for Dave Lichtensterger in a Mercedes 190SL and we had plenty trouble. We holed the sump and the radiator first day out, but managed to complete the course with much road-seal and a quart of oil every hour. There are 24 empty cans placed on sticks all round the course. Nobody wanted to weld the sump, all being afraid of what might happen. For this outstanding display of devotion to rallies we were awarded the consumption trophy, an empty Veedol can mounted on a polished base and suitably engraved. . . ."



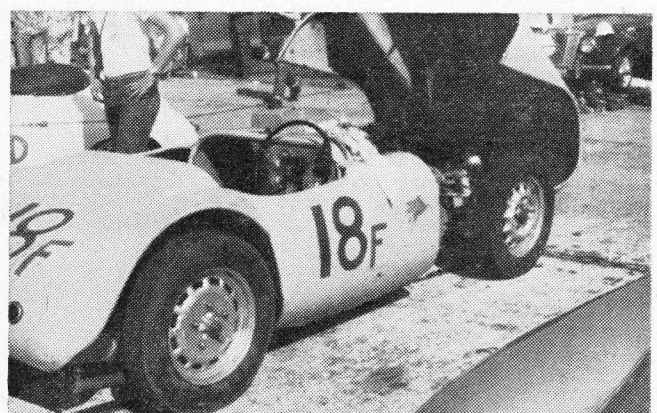
BEARING little resemblance to its original form, but nevertheless an indisputable Triumph TR2, Jerry Barber's shapely machine is fitted with a Devin fibreglass body.



POOPER SPECIAL: The original Class 1 Cooper record-breaker which has a 1500S Porsche engine installed. The car now holds the Abbotsford lap record.



TRUE Special is this sleek machine owned by C. C. Wilson; powered by a 1,500 c.c. M.G. unit, a Mistral body is mounted on a Buckler chassis, with Skoda i.r.s. and torsion bar i.f.s.



THE Merrilee Special, owned by one Chuck Meredith, is based on a space frame and uses an M.G. 1500 XPAG type engine, with Morris Ten rear axle and gearbox and Morris Minor front end.

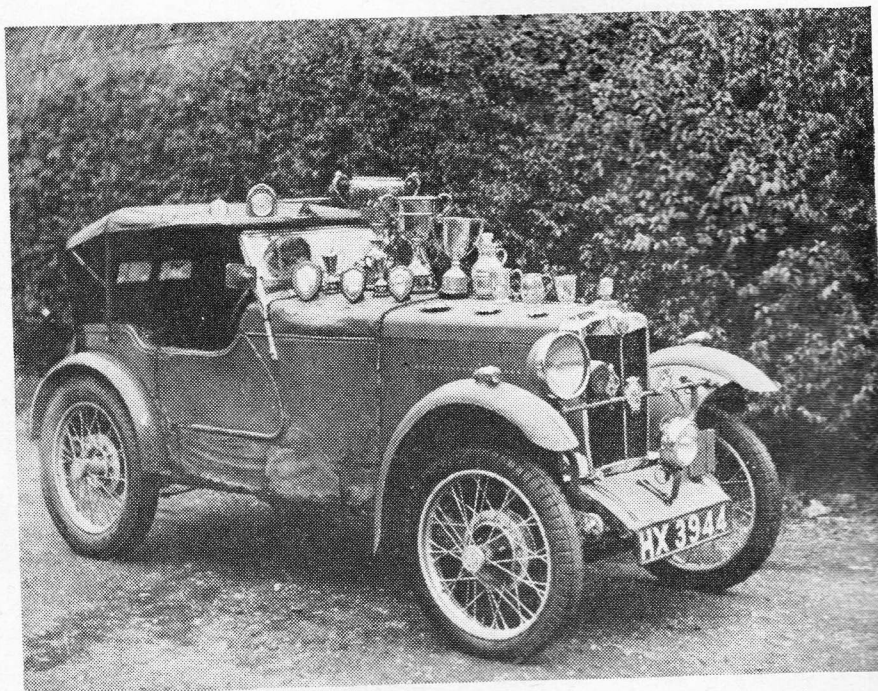
Club News

By MARTYN WATKINS

A NEW motor club has been formed in south-east Kent, centred on Folkestone and known as the **Folkestone and East Kent C.C.** The new body has already been able to attract 70 and more members and the first general meeting is to be held at the East Cliff Pavilion, Folkestone, on 26th February at 7.15 p.m. The agenda here includes films and refreshments, and details—plus invitation tickets—can be obtained from L. Camplin, 6 Boscombe Road, Folkestone, who is acting as secretary.

The new club has an ambitious programme tentatively planned, with considerable emphasis placed on social events as well as the running of competition events. It is hoped to promote an annual rally and *concours d'élégance* with the idea of attracting entries from all over the country and making the event a feature of the town's summer attractions. Provisionally, the "shadow committee" hope to run such an event during Folkestone's "French week" in September this year, with the idea of inviting Boulogne enthusiasts to have a go.

THERE seems to have been considerable interest in that road safety booklet distributed by **Sunbac** that I referred to last week. It seems, unfortunately, that Sunbac themselves do not have enough of these things for general distribution. I am told, though, that the booklet was produced for the club, among other organizations, by a London firm called Skypress, of 243 Elgin Avenue, W.9—no doubt an enquiry to this firm will produce a result which Sunbac are unable to provide. It seems that the publication, *Advanced Driving*, is based on the police instruction manual which is published by the Stationery Office at 3s. 6d.



JUST to prove it can be done, F. Bruce-White, of Salisbury, lines up his collection of trophies on his 1931 "M" type M.G., the Jarvis Midget. The front axle has been raised to increase sump clearance but the car is otherwise standard.

THAT Dellow Owners' Club that I mentioned some time ago seems to be a fairly lively fact. Now formed, it was decided by majority vote at the club's last meeting that, until there was sufficient members to warrant application to the R.A.C. for affiliation, it would be known as the Dellow Register. Also fixed, incidentally, was the membership fee—at 5s. a year. A bulletin is to be produced each month and club meetings are to be held regularly on the second Tuesday in each month at the Little Mayfair Hotel, Downe Street, London, W.1. Secretary is E. W. Davis, 43 Medusa Road, Catford, London, S.E.6.

Coming Attractions

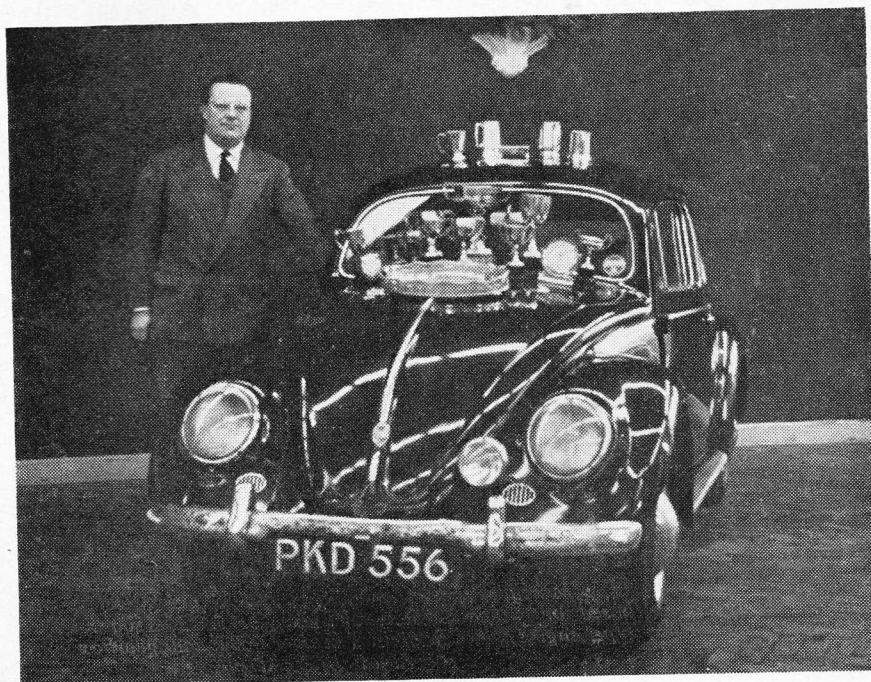
February 16th. North Midland M.C. Kitching Trophy Trial, Yorkshire Bridge Inn, near Bamford. Start, 10.30 a.m.

February 23rd. Burnham-on-Sea M.C. Mendip Standard Car Trial, Somerton. Start, 10.30 a.m.

Chiltern C.C. Committee Cup Trial, Griffin Hotel, Amersham, Bucks. Start, 10.30 a.m.

March 2nd. Surrey Sporting M.C. Sprint, Brands Hatch. Start, 12.30 p.m.

Yorkshire S.C.C. Trial, Ringways, Whitehall Road, Leeds. Start, 10.30 a.m.



CHANGE of title I've noticed just recently is that of the Fiat 500 Club, which has now become the **Fiat 500/600 Club**. They have a "city quiz run", starting from Lincoln's Inn Fields, W.C.2, at 2 p.m. on 23rd February. . . . Midland Centre of the **Riley Register** will be holding a film show on 27th February at the R.A.F.A. Club, Priory Street, Dudley, Worcs. . . . **Mid-Thames C.C.** will hold their annual dinner, dance and presentation of awards at the Wimbledon Hill Hotel on 21st February at 7.15 p.m. . . . Annual general meeting of **Harrow C.C.** will be held on 20th February at the Sudbury Arms Hotel, Sudbury, at 8 p.m. On 6th March there is a film show at Viking Centre, Hatton Cross, near London Airport, at 8 p.m. The eighth annual Harrow rally and Heston driving tests follow on 8th-9th March and although they are in fact

BUT there are easier ways: well-known Northern competitor Peter Crummock shows his 1957 collection gained with the VW.

EVERYBODY HAPPY! John Bolster tells a good 'un in replying to the toast to the Press at the Horsham M.C. & L.C.C. dinner.

two separate events and are run together, competitors are, I am told, encouraged to do both. The rally involves 260 miles of night navigation, finishing at London Airport, and the driving tests follow at nearby Heston. Invited clubs are Cemian M.C., Hants and Berks M.C., M.G.C.C., Brent Vale M.C., Anglia and Prefect O.C., Mid-Thames C.C., Circle C.C., Blackfriars M.C., and Essex Police Advanced Driving Wing. Regs. are available from L. S. D. Loveday, Weirfield, Ducks Hill, Northwood, and entries close on 3rd March. . . . **Sunbac** has a noggin and natter on 19th February at the Breeden Cross Hotel, Cotteridge. . . . **Leicestershire C.C.** Bacon Trophy rally is to be held on 16th February. . . . North-West division of the **R.A.F.A.M.C.** holds its spring navigation rally on 22nd March. Secretary of the event is R. J. Keeley, of 642 Prescott Road, Liverpool, 13, and entries close on 12th March, or 19th March at a higher fee. Timing of the event is by sealed watches—a practice which seems to be creeping in all over the place—and invited clubs are Bolton-le-Moors, B.A.R.C., Chester M.C., Lancashire A.C., Lincs and Cheshire C.C., Liverpool M.C., M.G.C.C., Mid-Cheshire M.C., North Staffs M.C., Warrington and D.M.C. and Wirral 100 M.C. . . . **Mid-Cheshire M.C.** holds its Birt Trophy rally on 22nd-23rd February, entries closing on 18th February. Invited clubs are B.A.R.C., B.R.S.C.C., M.G.C.C., Chester M.C., Warrington and D.M.C., R.A.F.A.M.C., and Stafford and D.M.C. Secretary of the meeting is A. S. Atkinson, 12 Crewe Road, Shavington, near Crewe, Cheshire. . . . **Mid-Antrim M.C.** has a restricted trial on 22nd February, open to Ulster A.C., Knock M.C., Newry and D.M.C., Larne M.C., Armagh and D.M.C. and C.C., Omagh and D.M.C. Entries close on 14th February and secretary is W. J. Kirkpatrick, Turnagrove, Ballymoney. . . . **West Essex C.C.** organizes its annual night naviga-



tion rally—the Clover Leaf rally—on 22nd February. Regs. are available from A. E. Hudson, 129 Pembroke Road, Seven Kings, Essex. Invited clubs are Circle C.C., East Anglian, Ford Sports M.C., Harlow and D.M.C., Harrow C.C., Herts County Aero and Auto Club, London M.C., Marconi A.C., North London E.C.C., Romford E.C.C., T.E.A.C., and entries close on 17th February. . . . **S.O.D.C.** holds a "rallye Dubonnet" on 22nd-23rd March, consisting of straightforward navigation sections. There's a case of Dubonnet for the winner and bottles of it for all finishers. . . . **East Surrey M.C.** Martini rally is scheduled for 29th-30th March. The route covers 250 miles, starting from the T.A. headquarters, Marlpu Lane, Coulsdon, and a special formula incorporating wheelbase, unladen weight, turning circle and cubic capacity has been evolved to give all types of car an even chance. Closing date for entries is

1st March or, at a higher fee, on 24th March. Invited clubs are (take a deep breath) B.A.R.C., Cemian M.C., Hants and Berks M.C., Fairey Aviation Co. M.C. and C.C., Per Ardua M.C., Basingstoke C.C., Maidstone and Mid-Kent M.C., Forces M.C., Riley M.C., Healey D.C., Mid-Surrey A.C., Kentish Border C.C., Cranleigh and D.C.C., B.R.S.C.C., Blackfriars M.C., Malden and D.M.C., Allard O.C., South Essex M.C., Bexley L.C.C., Seven-Fifty M.C., Aston Martin O.C., North London E.C.C., Guildford M.C., Club Lotus, M.G.C.C. (South-eastern centre), Sevenoaks and D.M.C., Horsham and D.C.C., Association and North-eastern and Cumberland S.C.C., Advertising M.C., Vickers Armstrongs, Ltd. (Weybridge), Social and A.C., Haslemere M.C., North London M.C., Chester C.C., Cheltenham M.C., and if that doesn't include everyone except pedal-cyclists, then it ought! Secretary is Mrs. G. H. Procter, 5 Ridge Park, Purley, Surrey. . . . Bill Deane, Francis Scott, Des Silverthorne and Wilf Wadham, who competed variously in the Monte, gave a talk on their experiences in the event to **West Hants and Dorset C.C.**, of which all are members. . . . Regs. are available for **Shenstone and D.C.C.** restricted sporting trial on 2nd March. Eligible vehicles are standard production cars and invited clubs are Birmingham U.M.C., Hagley and D.L.C.C., M.G.C.C. (Midland centre), Midland A.C., Sunbac, Wolverhampton and South Staffs C.C., Volkswagen O.C., Coventry and Warwickshire M.C., Leicestershire M.C., Midlands M.E.C., Walsall and D.C.C., and Worcester M.C. Entries close on 24th February and go to M. F. Finnemore, 3 High Street, Sutton Coldfield. . . . **Chiltern C.C.** has had a change of officers: new chairman is Paul Treadgold, secretary is K. Foskett, of Kenmar, Burgess Wood Road, Beaconsfield, Bucks, and competitions secretary is



BLESS US, they're everywhere! Yet another aspect of the uses to which the smallest Austin can be put—this one has a go in a recent standard car trial.

SOON be here again: Club racing in the summer season is typified by this Le Mans start to a race for M.G.As at the M.G.C.C. Silverstone meeting last year.

David Dixon, of "Picketts Field", Great Missenden, Bucks. Next event on the club's agenda is the Committee Cup trial on 23rd February, a closed event starting at Amersham, Bucks, at 10.30 a.m. Regs are available from David Dixon and entries close on 18th February.

Malden and D.M.C. have regs available for their March Hare rally, scheduled for 8th-9th March over a course of about 250 miles. Invited clubs are London M.C., Guildford M.C., Circle M.C., Brent Vale M.C., East Surrey M.C., Hants and Berks M.C. and Mid-Surrey A.C. Start of the event is at the Hogs Back Café, Runfold, Surrey, entries close on 3rd March and secretary is Mrs. Pamela Hoile, 19 Birchfield Close, Addlestone, Weybridge, Surrey.

Mid-Cheshire M.C. holds its Wilshire Trophy trial on 8th March, invited clubs being London M.C., Yorkshire S.C.C., Sunbac, Lanes and Cheshire M.C., Hagley and D.L.C.C., North Midland M.C., Sheffield and Hallamshire M.C., and entrants for the R.A.C. trials championship. Starting from the Egerton Arms Hotel, Broxton, near Chester, the course covers around seven miles. Entries close on 3rd March and go to W. R. Wilshire, Cintra Lodge, 11 Ollerbarrow Road, Hale, Altrincham, Cheshire.

LANCASHIRE & CHESHIRE and M.G. (NORTH WESTERN CENTRE) COMBINED DRIVING TESTS

AROUND 50 competitors, on a wild wet day, took part in the annual driving tests jointly organized by the Lanes & Ches M.C. and M.G.C.C. North Western Centre.

As usual, these took place on the immense car park, loaned by the Lancashire County Cricket Club, at Old Trafford.

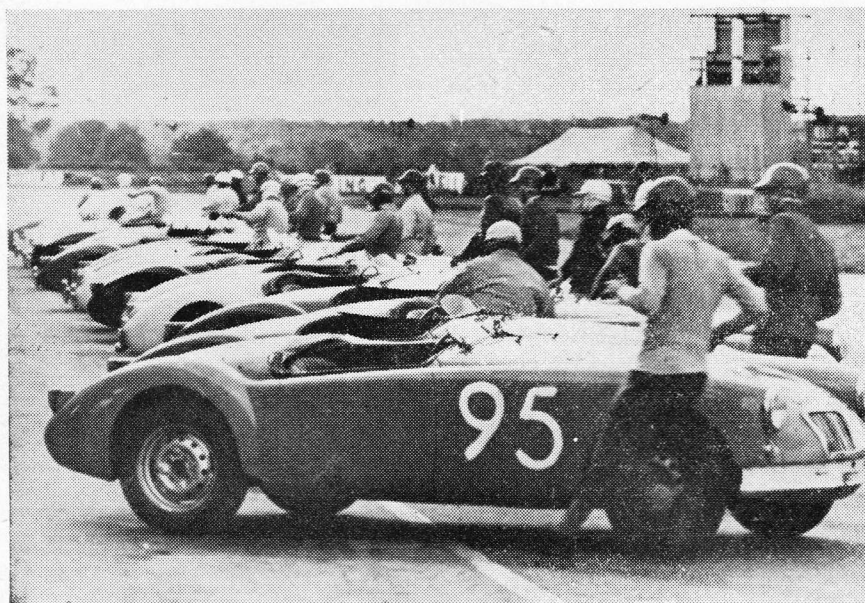
Incidents were few and the only mechanical breakdowns reported were J. Clegg (crown and pinion) and W. Bloor (half-shaft). The six tests each had to be attempted twice.

Results

Premier Award: K. R. Bailey (Dellow).

Class Awards: T. A. Royle (M.G.); J. L. Hiles (TR3); J. T. Butterworth (TR2); Mrs. J. M. Whatmough (Renault); J. Pellowe (Minor 1000); P. H. Crummack (VW); A. H. Hill (Anglia); A. C. Whatmough (3.4).

Novice Award: M. Rylance (Prefect). Ladies' Award: Mrs. D. Harris (M.G.).



DINING OUT

THE annual dinner and dance of the Chester Motor Club was held at the Freemasons' Hall on 7th February, when around 200 members and guests were present.

Among the speakers were the President, Mr. G. N. Milton, Major J. L. Coverton (sponsor of the well-known series of "Martini" events), Mr. F. Roden (1957 Chairman) and Mr. Ted Lambert, who welcomed the guests, including many representatives from both the technical Press and the allied trades.

In reply, Mr. Rex Foster, of Oulton Park, referring to that well-known racing circuit, said that most people seemed to imagine that what Oulton Park really required to make it faster was a much longer straight. He revealed, however, that the main guest of the evening, one Tony Brooks, had already put in over 60 laps at an average speed of 92 m.p.h.! Going a little further, Mr. Foster also said that additional ground had been acquired for further development, but declined to make any additional statement as to its use!

After a tremendous amount of glitterware had been presented to all and sundry by Tony Brooks, dancing went on until a late hour.

CLUB LOTUS

CLUB LOTUS held their annual dinner-dance at the Casino Restaurant, Taggs Island, on Friday last (7th February). Many celebrities from the motoring world were present, including Lotus exponents, plus various opposition people, such as Roy Salvadori and John Young, also a number of motoring journalists from both British and French papers. AUTOSPORT'S Jabby Crombac proposed the toast of "Marque Lotus" and Colin Chapman responded. Awards were presented by Miss Rita Royce. The winners of the two principal trophies, Bill Frost and Ian Walker, caused a sensation by driving on to the dance floor in a Lotus Eleven.

ALVIS O.C. KENT RALLY

THE rally was run under unfavourable conditions on 26th January, the last of the snow and slush making travelling hazardous, but nevertheless the 70 miles course was completed through country lanes in north-west Kent. Starting and finishing from the Badgers Café on A21 near Halstead, from 11.30 a.m. until tea, much scope was provided for drivers and navigators.

Results

Best Performance: G. Chace (Firebird); 2, K. Siequiem (Silver Eagle); 3, E. Andrews (Silver Crest). Navigators' Award: R. Mortimore.

(More Club News on page 219)

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PENN PORTRAITS OF NORTHERN SPORTING PERSONALITIES

No. 42 — ALEX McMILLAN

IT has taken Alex McMillan since 1953 to reach his present rating as one of, if not the best of, our Northern Lotus/Cooper-Climax sports car drivers. It has been a long hard road which, in his own words, "he would not have missed for all the rubber in Dunlop's".

Starting in 1951, for the first two years admitted "playing about with the game" driving such cars as a 100 Jaguar and the ex-Hugh Howarth much modified Lagonda; then, in 1953, he became serious and purchased, one after another, the ex-Tyrer BMW's; first, the Isle of Man car and then the fabulous Mille Miglia Streamliner. With these, he learnt to drive, and in the process won a few first and seconds at Club do's.

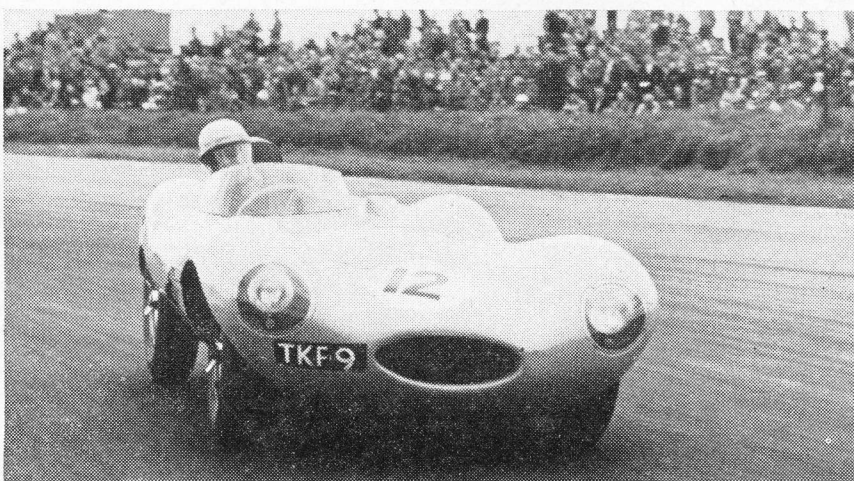
Later in 1953, he replaced the BMW engine in the latter car with a B.S.1 Bristol, and as such acquired places at Snetterton and Silverstone.

Nineteen fifty-four saw the purchase of the Alan Brown Formula 2 Cooper-Bristol; after this was two "seaterified" to run as a sports, Alex McMillan hit the jackpot, for during 1954-55 the combination took 21 firsts and 12 seconds, mostly at Silverstone and the newly opened Oulton Park. Later, in 1955, a "D" type Jaguar was added to the stable but did little to distinguish itself except by breaking its gearbox at the joint B.R.S.C.C. and B.R.D.C. Silverstone.

For 1956, Alex retained the "D" type, with which, although not particularly enamoured, he refused to admit defeat, and added an Elva-Climax. Nett result, a few places with the former, and a first and a third at Oulton Park with the latter.

Towards the end of that season, the "D" type departed and a Cooper-Climax arrived; it was the ex-Wadsworth Le Mans car. This ran at Charterhall, Silverstone, Mallory Park, Aintree and Oulton Park taking five firsts and many places. October of that year saw its replacement by a Lotus XI into which

AMONG his present stable is the delectable 190SL Mercedes, although Alex prefers an Aston Martin as favourite personal transport.



CORNERING at the Silverstone International Trophy meeting in May, 1956, Alex McMillan displays his typical style in the D-type with which he parted towards the end of that season.

went a Stanguillini engine mated to a Fiat-ized box, which, however, always suffered from a weak clutch!

In 1957 the clutch broke in the British Empire Trophy, still the car took a class fifth. It ran at Silverstone, Mallory Park, Oulton, Roskilde in Denmark where finally the engine burst, the resultant spin causing a collision with an Osca. After this, "in went a Climax".

At the *Daily Express* Silverstone through no fault of his own (witnessed by me!) Alex became involved with the Raby/Tomasso shunting episode, and due to resultant damage, black flagged. At the Aintree G.P. sports car race he took a class fourth, finishing up the season with a hat trick at Oulton Park!

Alex reckons he has wasted far too much time and "dinero" on Italian engines and in future will stick to Climax ones, which, tuned by his pal Dennis Wolstenholme, will go places!

Alex McMillan, born in 1917, is married to Irene who, together with son Ian, aged ten, support his racing activities. In business he is a Director of the Futura Rubber Co. During the war he was an armourer in the R.A.F. Hobbies are "talking motor racing" and taking it easy on the Riviera!

His favourite transport is still an Aston Martin, though at present he is running a 190SL and a Borgward. Circuit is definitely Oulton Park! Time precludes much interest in club affairs though he would like to devote some to the Lancs and Ches.

Plans for next year include a good deal more Continental work; ambition, a class win in the British Empire Trophy. Alex's suggestion for the improvement of our sport naturally deals with racing—he would like to see at the start of all races, a five foot clock, similar to outboard racing, tick the seconds away till the drop of the flag, which at present varies so much from starter to starter!

The incident question brought the following. Funniest—the first Aintree meeting, which was "run the wrong way round", used a Le Mans start. After running across the road, Alex jumped high, landed with both feet through the steering wheel of the Cooper-Bristol and had a job to get out! Most disappointing—same race, same day, after a poor start to make second place behind Roy Salvadori and then, on the last lap to spin at Anchor, being unable to restart in the thick wet clay!

FRANCIS PENN.



Club News—continued

HERE WE GO AGAIN!

STARTING the season of speed events is, as usual, the Surrey Sporting M.C. which holds its sixth annual sprint at Brands Hatch on 2nd March. Practice starts at 8.30 a.m. and the event proper begins at 12.30 p.m.

Classes this year have been arranged for 750 and 1172 formulæ cars, 10 classes ranging through the normal capacity limits and for open and closed cars, a class for unlimited racing cars and unlimited sports cars manufactured before 1940. Additional classes may be accepted on the day, if time permits.

Regulations are available from J. M.

MID-CHESHIRE C.C. OPEN NEW SOCIAL CENTRE

ON Monday, 3rd February, the Mid-Cheshire Car Club opened the third of their social centres at the Lion Hotel, Warrington. This will provide a meeting place and satisfy a much-needed want, as in the Warrington area alone reside over 150 club members.

In future they will meet at the "Lion" on the first Monday in each month, the order of the day being motoring conversation, film shows, "hot-pots", lectures and quizzes. Later on, when the light evenings appear, outside activities will include treasure hunts, short rallies with the accent on navigational technique, etc.

At present the North-Eastern Centre meet every other Wednesday at the Bull

Harford, Tyhurst Lawn, Rook Lane, Chaldon, Surrey, and invited clubs include Club Lotus, B.A.R.C., Guildford M.C., London M.C., Maidstone and Mid-Kent M.C., C.S.M.A., B.R.S.C.C., Mid-Surrey M.C., Seven-Fifty M.C. and the Tunbridge Wells M.C.

Incidentally, there will, this year, be a small charge for car and motor-cycle parking, and admission to the grandstand will cost you a couple of bob. Entries are rolling in and already include Ian Raby and Peter Gammon and it seems that the Metropolitan Police M.C. will be providing marshals again: lap timing by radar speed meter has been mooted, but there seems to be no speed limit applicable to the Brands Hatch circuit!

Hotel, Hale Barns, the Central Section on the last Friday of each month at the Sump Club, Northwich.

The 14th March will see the inauguration of the Southern Centre which opens at the Wheatshaf, Sandbach. Further information can be obtained from J. W. Machim, Hope House, Bucklow Hill, Nr. Knutsford.

OULTON PARK PROGRAMME

FIXTURE list for the coming season at Oulton Park so far lists the British Empire Trophy meeting for sports cars for 12th April and an international meeting for 20th September. A vintage sports car meeting is scheduled for 28th June, with other club fixtures being arranged for 3rd and 10th May and 7th June.

KENTISH BORDER CAR CLUB

"Best Cup Trial"

THE Kentish Border Car Club "Best Cup" Trial took place on Sunday, 2nd February in an area in Vintners Park made available to the Club by Mr. Percy Barden.

The course comprised 11 sections on steep, wooded hillside. Eighteen competitors started, but before the luncheon period mechanical faults had immobilized the cars of Bert Batten and the two cars of Percy Barden and his son. By working through the luncheon break and by "robbing Peter to pay Paul" the car of Mr. Barden junior was repaired in time for the afternoon sections.

Competition throughout the day was very keen indeed and often only a few points separated the first three or four competitors.

Surface conditions after recent frost and snow made judgment of hills difficult. For example, the first car on the first hill of the day made a clean climb whereas following cars had difficulty in leaving the start line. Much later numbers sometimes reached the summit.

At the end of the course three competitors finished with equal points and the ultimate winner was decided by a special test, accelerating from a standing start to cross the line with all four wheels, reversing with all four wheels over the same line and accelerating to finish astride the finishing line.

Results

Best Cup: R. F. Chappell. **First Class Award:** D. Bailey. **Second Class Award:** P. Highwood. **Best Opposite Class:** B. Wright. **First Class Award:** S. Foreman. **Second Class Award:** K. Dadswell. **Team Awards:** P. Barden and P. Highwood; B. Dees and K. Dadswell.

EAST SURREY



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MARTINI RALLY

29/30 MARCH

This will be an interesting and exacting road event prepared for the rallyist who enjoys his motoring. In the main, navigation will be by Six Figure Map References, route cards and pictorial illustrations, and in all cases will be straight forward.

The event will be approximately 250 miles on metalled roads starting at 8.00 p.m. from the T.A. Headquarters, Marlpit Lane, Coulsdon. A Supper Stop has been arranged at Shoreham Airport, and breakfast will be at White Waltham Airfield, where a series of driving tests will be conducted. A special formula incorporating wheel base, unladen weight, turning circle and cubic capacity, will be used, in order to give all types of car an even chance. The Rally will end at Croydon Airport.

Take advantage of reduced fee for early entries—£1.15.0 before 1st March—£2.0.0 up to closing date, 24th March.

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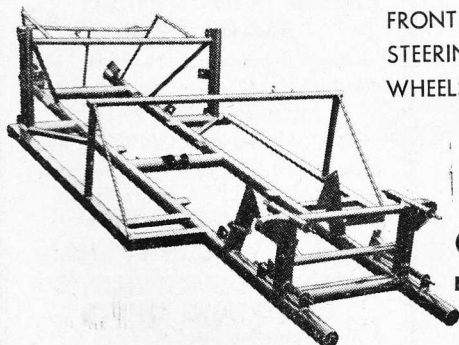
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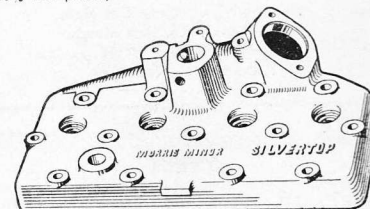
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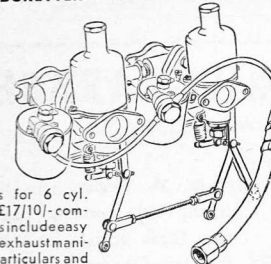
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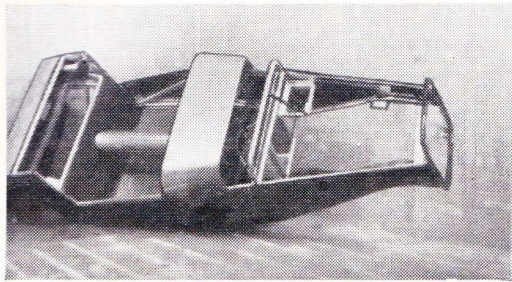
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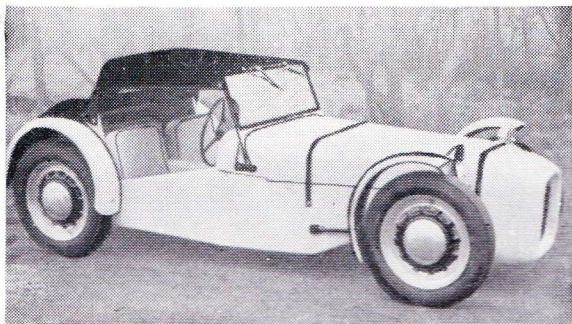
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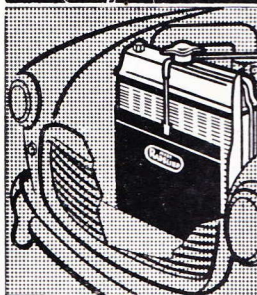


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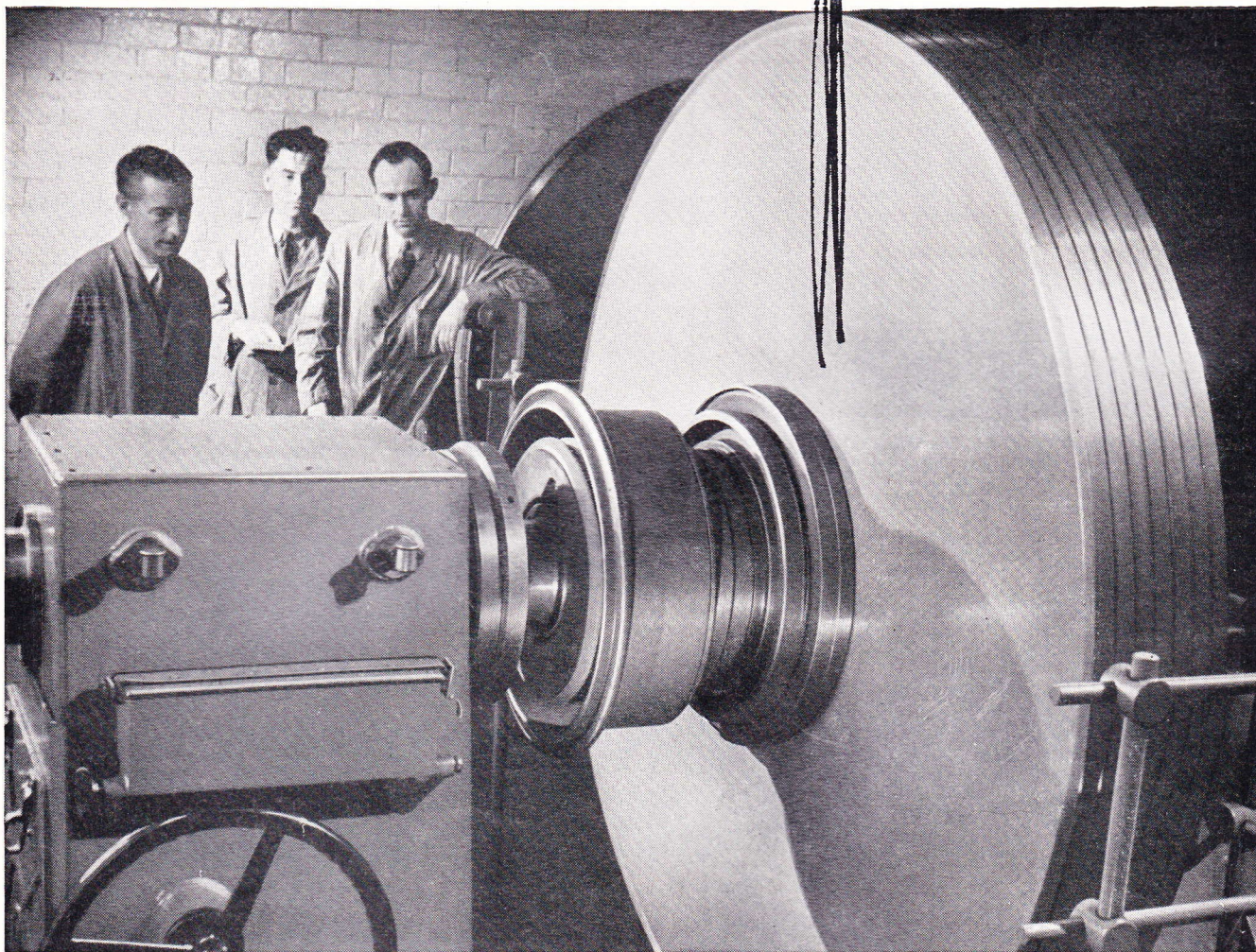
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