

AUTOSPORT

MARCH 14, 1958

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EVERY FRIDAY

Vol. 16 No. 11

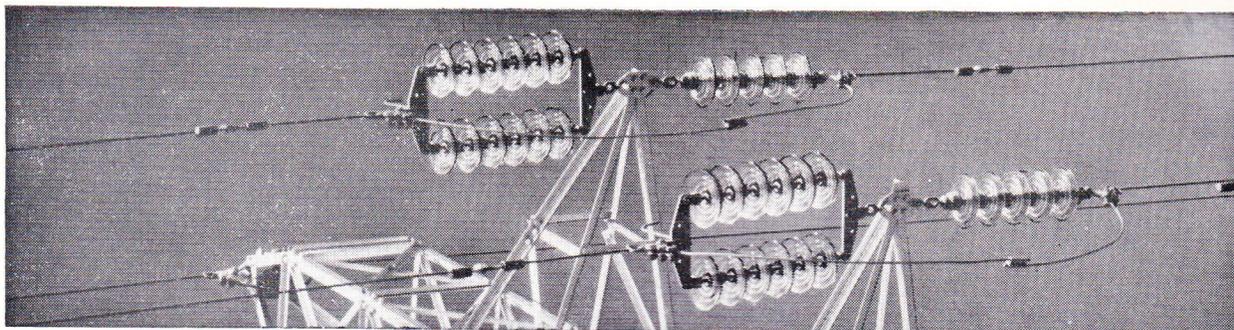
BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

SPORTS CAR RACING PROSPECTS : THE WILSHIRE TROPHY TRIAL
JOHN BOLSTER DISCUSSES FORMULA 1 AGAIN : D.A.F. ROAD TEST



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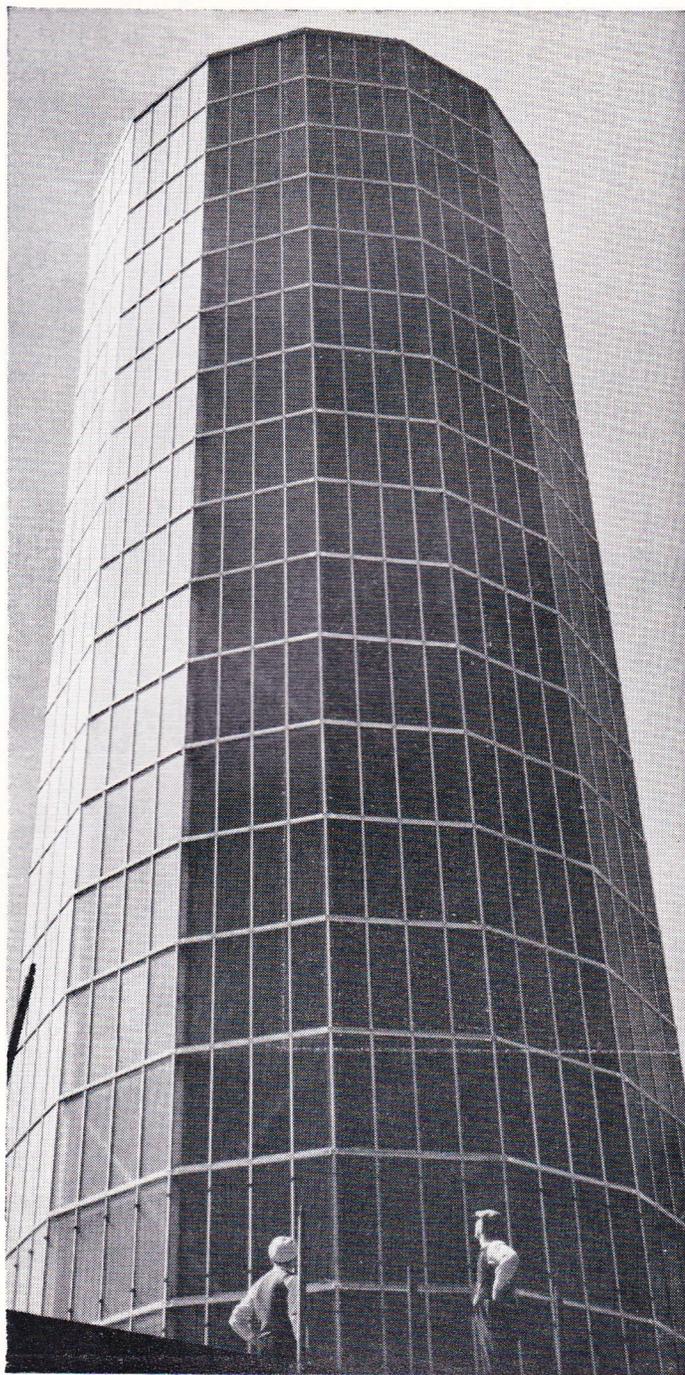
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Vol. 16 No. 11

March 14, 1958

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Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office

PADDington 7673

Advertising Department

PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.

(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

COMPULSORY EXAMINATION OF VEHICLES

GENERALLY speaking the Ministry of Transport compulsory tests for vehicles registered 10 years or more from the date the scheme will operate are needed. However, with about 1½ million vehicles due for that examination in the autumn, the co-operation of hundreds of service stations and garages all over the country will be necessary, and it will be difficult to ensure that individual tests are accomplished with the essential efficiency to make absolutely certain that all mechanical faults are discovered. As these tests are to be made under direct Ministry of Transport orders, it seems to AUTOSPORT that there will be an ever-present risk of cars being tested, a list of faults drawn up and subsequently rectified, then being involved in accidents due to some fault, or faults, not discovered. If this is so, how will the M.o.T.-authorized inspectors be able to escape a charge of liability? The owners of cars can be prosecuted for permitting vehicles to be driven in a dangerous condition, but if they are armed with an M.o.T. report, and a complete list of the faults which have been rectified, the position of both the examining and repairing aspects of the scheme may well be invidious from a legal point of view. Before going ahead with the plan, the Motor Traders' Association would be well advised to seek legal advice concerning the possible liability of their members after the 15s. fee has been paid by the owners of cars having been tested.

FRANCE AND HIGH-PERFORMANCE CARS

THERE is a movement afoot in France to re-introduce high-performance cars of a type for which the country was formerly noted. Since the virtual disappearance of Delage, Lago-Talbot, Delahaye, Salmson, Bugatti and others, the prestige of French automobile engineering has been in the hands of the makers of small capacity machines, and a few specialists such as Amedée Gordini.

Having launched the unorthodox Citroën, and with Facel-Vega as the sole representative in the luxury class, the French motor industry would dearly like to have machines capable of competing on level terms with Ferrari, Maserati, Porsche, Alfa Romeo, Aston Martin, Jaguar, Lotus, Cooper, Mercedes-Benz and other vehicles which bring great prestige to their country of origin. Therefore, there may be something concrete behind the rumours now circulating in France that Bugatti of Molsheim is entering into an agreement with Automobili Ferrari to build high-performance and sports-racing cars in France, but using the technical "know-how" of Maranello. Such a Franco-Italian project would undoubtedly give France a reasonable chance of once again seeing her cars perform with credit in big International events, notably the 24 Hours Race of Le Mans.

OUR COVER PICTURE

UNSEASONABLE though it may be, this is the sort of weather motoring enthusiasts have had to put up with in the past few weeks. Here, against a backdrop of bare trees and snow, muffled marshals and spectators watch Alec Francis tackle one of the hills in the recent Mid-Cheshire M.C. Wilshire Trophy Trial.



PIT and PADDOCK

RACING a Lotus Eleven Series 2 this year will be 22-year-old Christopher Martyn of Dinas Powis, Glamorgan. Following a successful season of club racing in 1957, Chris Martyn now plans to compete in most major national and international meetings this summer, starting with Mallory Park on 29th March and Snetterton on 30th March. His car will be prepared and transported to meetings by Innes Ireland, Ltd.

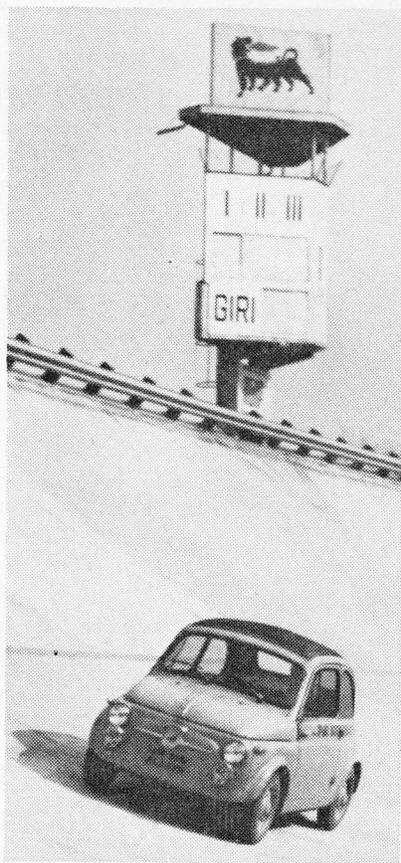
ROY BLOXAM intends competing in all major national and international home events this year in the ex-works H.W.M.-Jaguar, which he has been testing at Silverstone recently and plans to race at Goodwood on Easter Monday. He is teaming up with wife Jean (Aston Martin DB3S coupé) and Mike Salmon (Jaguar C-type) to form an équipe known as Gerrards Cross Motor Co. The équipe manager will be Mike Bennet of 38 Weymouth Street, London, W.1.

BRIAN NAYLOR intends to compete in all major international and world championship events this year. He will be driving an F2 Cooper and a JBW-Maserati-powered 2-litre sports car of his own design. First outing this year for both cars will be at Goodwood on Easter Monday. Naylor also plans to drive with Bruce Halford, in the latter's Lister-Jaguar, at Le Mans, the Swedish Grand Prix and the 1,000 km. race at Nürburgring.

CHRIS SUMMERS will this year be driving a new 1,100 c.c. Coventry-Climax Arden sports car, the Farley Special hill-climb machine, and an occasional Lotus. The Arden is currently under construction by Mr. Jim Whithouse's Arden Racing and Sports Car Co., Ltd., of Tanworth-in-Arden. Summers will drive it in international, national and a few club events. The Farley is owned by its builder, John Farley. It has a two-stage blown J.A.P. 1100 engine and will be used by Summers to compete in the National Hill-Climb Championship.

IVOR BUEB leaves for America on 15th March to drive an Ecurie Ecosse Jaguar in the Sebring 12-hour race. In May he will compete in the Mille Miglia in a new-type Sunbeam Rapier.

JIMMY STEELE plans a first serious year of motor racing. He has purchased the 1957 Keith Hall Lotus Eleven and entrusted it to fellow Scotsman Innes Ireland for its race preparation and maintenance. First race for Steele is at Mallory Park on 29th March, followed by Snetterton the day after.



SEVEN DAYS round-the-clock driving at Monza has produced six international class records for this Abarth-modified Fiat 500. Records broken were for 4, 5, 6 and 7 days, 15,000 kms. and 10,000 miles. Total average speed: 67.268 m.p.h.

LUCAS PRICE REDUCTIONS

JOSEPH LUCAS, LTD., announce that the Lucas F700 Light Unit (complete) now retails at 12s. 6d. each instead of 15s. 6d. as hitherto. This product is reference part No. 553921.

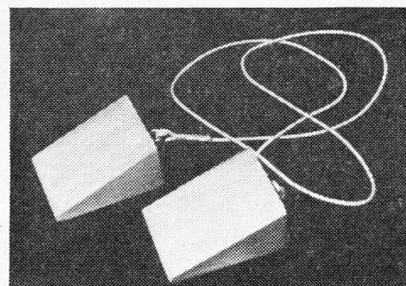
INNES IRELAND will be driving an Ecurie Ecosse Jaguar in some Continental events this year and, he hopes, at Goodwood on Easter Monday. He will also drive Rupert Robinson's Series 2 Lotus 1100 in most national and international home events, starting with Snetterton on 30th March. Formula 2 drives in either a Lotus or Cooper are in prospect. Ireland plans to drive the Lotus for over 1,000 miles on the road this week so that it really does get run in!

THE NEW CITROËN

AN interesting newcomer from Citroën is the 2CV "4 x 4". This is virtually an ordinary 2CV with another engine in the back. Both the power units are the same, being of 425 c.c., giving a total power output of about 30 b.h.p. The car has been developed primarily for use in the Sahara where oil research is being carried out, and where the conditions would render an ordinary vehicle useless. The engines can be used together or separately, depending on the conditions. It is reviewed in this issue.

1958 TULIP RALLY

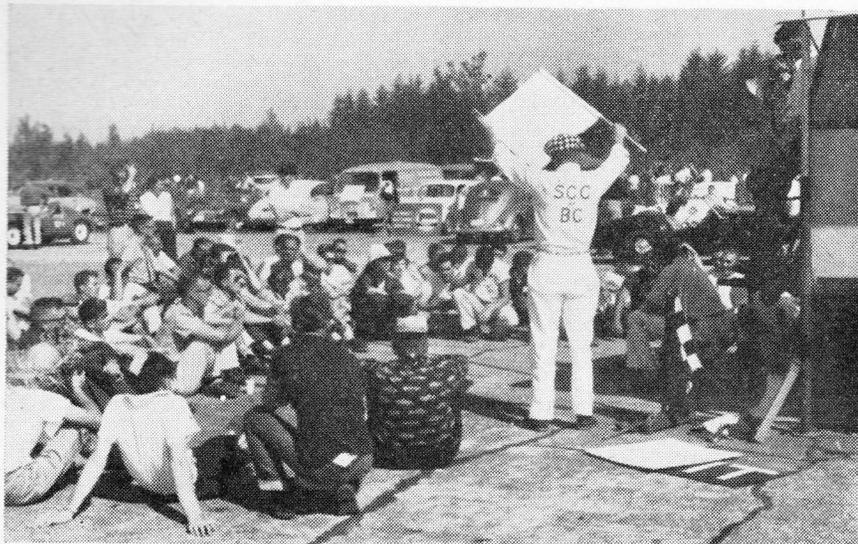
THE 10th International Tulip Rally will start this year on 26th April. There are six starting points, Noordwijk, Hamburg, Munich, Paris, Brussels and London. From these points competitors make their way to the Nürburgring. From there they follow a set route down to Valence, then back up through Luxembourg to Noordwijk. The rally finishes on 2nd May. Regulations may be had from the R.A.C. Competitions Dept., Pall Mall, London, S.W.1.



CHOCKS to assist motorists to get away without wheelspin under icy conditions are now available at 10s. a pair from the manufacturers, Foster Webb and Co., of 617 Grand Buildings, Trafalgar Square, W.C.2.

THE LONDON-LANUEDOC-SÈTE RALLY, 1958

THE 6th London-Languedoc-Sète Rally will take place this year from 30th June-10th July. The event will follow its usual pattern, with such side-lights as wine-tasting, a barbecue party, visits to various wine cellars, and a few driving tests for good measure! Enquiries should be addressed to the Secretary, London-Languedoc-Sète Rally, 59 Fleet Street, E.C.4.



JUST to remind you of the summer and the racing season that are, or so we're told, coming, is this picture of a drivers' briefing at a Canadian club race meeting.

Entry List For Le Mans

THE list of the 55 entries accepted for the 24 Hours of Le Mans, on 21st-22nd June, was decided last Friday. The lion's share of entries goes, quite naturally, to the British manufacturers with 22 cars, against 19 to the Italians, eight to the French and six to Germany. However, the fortune of Italy will mainly rest on Ferrari, of which not less than 10 3-litre cars have been entered, four of these being works entries. They are against five Aston Martins. Porsche and Lotus have six entries each, the latter sharing with Ferrari the greatest number of works cars—four—which is quite as it should be, for Lotus was the only manufacturer to hold two Biennial Cup qualifications.

Three Jaguars are entered by Ecurie Ecosse (two cars) and Duncan Hamilton, while the Lister-Jaguar will make their bow on the Sarthe circuit with two cars entered by the Ecurie Nationale Belge and by Bruce Halford, whose consistent efforts on the Continent at the wheel of an ageing Maserati have been acknowledged by the board of the Automobile Club de l'Ouest.

Other newcomers will be Tojeiro, with a 2-litre car and Elva with a 750 c.c. version to be driven by an American team. Also the Peerless will make its competition debut in the race.

SILVERSTONE INTERNATIONAL MEETING

THE 10th Daily Express International Trophy Meeting, organized by the B.R.D.C., will take place at Silverstone on 3rd May. The programme of events is the same as in previous years—the International Trophy Race, two Sports Car races, the Production Car race and a 500 c.c. race. Tickets can be obtained from the Trophy Office, Daily Express, Fleet Street, London, E.C.4. Prices are as follows: Pits Grandstand, 30s.; South Grandstand, 25s.; Grandstand Car Park, 10s. per car, 2s. 6d. motor-cycles. "All-in" car tickets, 25s. (30s. on the day).

HOW TO SEE past the man in front is demonstrated by this picture showing the fitting of the Lucas "no-passing" mirror set.

Entry List

1, Aston Martin 2,992; 2, Aston Martin 2,992; 3, Aston Martin 2,992 (David Brown); 4, Aston Martin 2,992 (Peter Whitehead); 5, Jaguar 2,986; 6, Jaguar 2,986 (Ecurie Ecosse); 7, Jaguar 2,986 (Duncan Hamilton); 8, Lister-Jaguar 2,986 (Equipe Nationale Belge); 9, Lister-Jaguar 2,986 (Bruce Halford); 10, Ferrari 2,953; 11, Ferrari 2,953; 12, Ferrari 2,953; 13, Ferrari 2,953 (Ferrari); 14, Ferrari 2,953 (Tavano); 15, Ferrari 2,953 (J. Bonnier); 16, Ferrari 2,953 (F. Picard); 17, Ferrari 2,953 (Los Amigos (Nano Da Silva Ramos)); 18, Ferrari 2,953 (Nth. American racing team (Ahrens)); 19, Ferrari 2,953 (Nth. American racing team (Crawford)); 20, Maserati 2,950 (F. Godia); 21, Aston Martin 2,922 (J. P. Calos); 22, Frazer-Nash 2,600 (Frazer-Nash); 23, Lotus 2,220 (Lotus); 24, Maserati 1,994 (Maserati French Agency (Thepenier)); 25, Peerless 1,991 (Peerless); 26, A.C.-Bristol 1,967; 27, A.C.-Bristol 1,967 (A.C.); 28, Tojeiro 1,960 (Tojeiro); 29, Porsche 1,587; 30, Porsche 1,587; 31, Porsche 1,498 (Porsche); 32, Porsche 1,489 (Hugus); 33, Porsche 1,489 (Godin de Beaufort); 34, Porsche 1,489 (Goethals); 35, Lotus 1,475 (Lotus); 36, Alfa Romeo 1,260; 37, Alfa Romeo 1,260 (Conrero); 38, Lotus 1,098 (Lotus); 39, Lotus 1,098 (Car Exchange (Bill Frost)); 40, D.B. 750; 41, D.B. 750; 42, D.B. 750 (D.B.); 43, Lotus 750 (Lotus); 44, Osca 748; 45, Osca 748 (Osca); 46, Lotus 747 (Equipe Lotus France (G. J. Crombae)); 47, V.P. 747 (V.P.); 48, Panhard 745; 49, Panhard 745; 50, Panhard 745 (Panhard-Monopole); 51, D.B. 745 (Debiterne); 52, Stanguellini 741; 53, Stanguellini 741; 54, Stanguellini 741 (Stanguellini); 55, Elva 750 (Elva).

Cars in bold are Biennial cup qualifiers.

SPORTS NEWS

SINGLE-SEATERS—THE SECOND MOVE

WHILE it must be made clear that the Seven-Fifty M.C., which has fully discussed the proposals for a new single-seater formula, will not take such a class "under its wing", so to speak, Colin Peck, club secretary, has issued an invitation to owners of single-seater racing cars which will conceivably fall within the new formula to take part in the "Trio" race meeting at Brands Hatch on 29th June. The meeting is jointly promoted by the Seven-Fifty M.C., Club Lotus and the 250 M.R.C.

This, of course, does not mean that you can enter your 250F Maserati or even your F2 Cooper, but if you have constructed a single-seater racing car, then by all means have a go! M.B.W.

R.A.C. RALLY

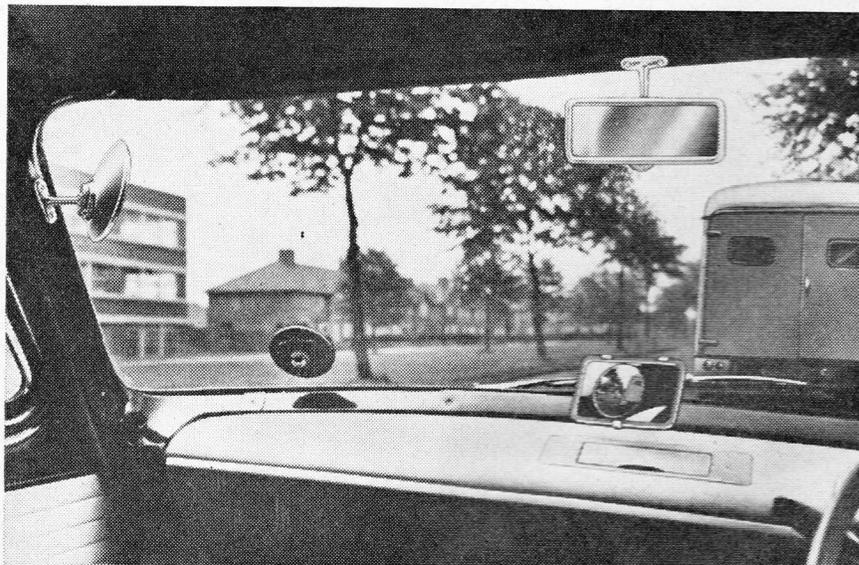
THE final phase of the R.A.C. Rally is to be broadcast in the Light Programme on Saturday, 15th March. The broadcast will be between 1.10-1.20 p.m. when Raymond Baxter gives a commentary on the tests, and later between 4.45-5 p.m. he will give further news of the Rally and probably interview some of the drivers taking part.

Between 10.40-10.50 p.m. Baxter summarizes this year's event and hopes to introduce the winning crew to Light Programme listeners.

ADDED SAFETY ON THE CONTINENT

The New Lucas "No-Passing" Mirror Set

DESIGNED to minimize the risk of collisions, when driving right-hand-drive cars in "keep to the right" countries, the Lucas "No-Passing" mirror set is both simple and effective. Retailing at 37s. 6d., the equipment comprises two mirrors working on the altiscope principle, making it possible for the driver to see round the offside of vehicles immediately ahead. A circular convex mirror, fitted at the side of the windscreen (passenger's side), reflects the image directly in front of the vehicle, in a rectangular one placed at a point most suitable to the driver.



Rally Mille Miglia

Strange Substitute for Classic Road Race

THE decision to organize the Mille Miglia on rally lines assuredly turns the world's foremost road-racing event into a very minor fixture. A road section of about 1,000 miles, possibly with minimum and maximum average speeds of 50 and 65 k.p.h. respectively, and 90 kilometres worth of speed events (8 hill-climbs), certainly does not justify the use of its classic title. It would have been far better to have abandoned the race altogether, until such time as the Italian Government relaxed its rules regarding road events. The majority of competitors would wish to remember the Mille Miglia in all its former glory, rather than a tame long-distance event which cannot possibly have any value in either development or of publicity.

To AUTOSPORT it seems that the proposed rally must prove a benefit for Italian entrants, who will have plenty of opportunity to practice on the various hills. Success in the 1958 Mille Miglia will amount to very little, and any manufacturer who seeks to cash in by publicizing a victory in such an *ersatz* event will stand accused as attempting merely to trade in on the use of a name that once really meant something. It will

NEW CIRCUIT

REGULATIONS are now published for a race meeting to be held by the Northern Centre of the British Racing and Sports Car Club at Full Sutton Aerodrome, near York, on a brand new circuit which the organizers claim is the longest in the country.

The meeting will be held on Easter Saturday, 5th April, with classes for touring, sports, sports-racing and racing cars. It follows on the successful high-speed trials which had been organized by the centre last year, being now upgraded to a full-scale race meeting for the first time.

Full Sutton was until recently an airfield operated by the Americans. It is situated about 10 miles east of York, just to the south of the A166. A long, fast circuit has been laid out here and last week-end (9th March) was seen and approved by Mr. Basil Tye of the R.A.C.

It will be the first race meeting to be held in Yorkshire and will be the first Northern race meeting of the season. It is being run under a restricted permit, invitations having been issued to the B.A.R.C., M.G. Car Club, Jaguar Drivers' Club and 11 other clubs covering nearly all the motor clubs in the North.

SNETTERTON SPRING MEETING, 30th MARCH

A CHANGE in the regulations concerning the *Formule Libre* race is announced by the Snetterton Motor Racing Club. There will be no fuel restriction on cars built before 1940. This clause has been brought in so that the E.R.A. team, four of whom have entered for the meeting, will be able to run.

Archie Scott-Brown will give the 1958 Lister-Jaguar its first public outing on 30th March, and must be hot favourite for both the *Formule Libre* race and the unlimited sports car event. Six Formula

not even possess the status of established rallies, and does not qualify for the European Touring Championship. What do the Italians hope to gain by organizing such a strange substitute for one of the greatest sporting events in the calendar? The Mille Miglia is an endurance race, and cannot be anything else. It was the last of the great "town-to-town" events, and despite irrefutable evidence that the fatalities in 1957, severe as they were, fell far below the figures on the same roads on a normal Sunday, the Italian Government has allowed itself a panic move which at once removes one of the true classics, and deprives millions of Italians from an annual event to which they looked forward.

Although one cannot possibly argue against any policy that will assist in saving human life, the general feeling is that the original proposal to limit speeds by imposing capacity and category regulations would have been far more acceptable. In point of fact, there is still no guarantee that accidents will not happen—just as they do on the roads of Italy every day, whether in motor competition or not!

2 Coopers, a Syracuse Connaught, H.W.M., "D" type Jaguars, Tojeiro and a great many Lotus and Cooper sports cars have entered, including an interesting entry from the Jim Russell Racing School in which three "pupils" will have their first taste of racing in Cooper-Climaxes. In the Formula 3 event Jim will be driving the new Robin Jackson F3 car.

Entries for this meeting can still be accepted and should be sent to O. Sear, Old Buckenham Hall, Attleborough, Norfolk, to arrive before 24th March.

VANWALL WILL RACE

IT is now fairly definite that Mr. G. A. Vandervell will enter his team of Vanwalls in the remaining races counting towards the Championship of the World. Tests on the now compulsory aviation fuel have been entirely successful, and the 1958 cars will, if anything, be even faster than the previous

machines. A great deal of power was still "untapped" in the four-cylinder, fuel-injected engine, and the Vanwall technicians have been working unceasingly since racing ended in 1957.

Stirling Moss is expected to sign within the next few days, and the team will, in all probability, comprise Moss, Tony Brooks and Stuart Lewis-Evans. It is also possible that the cars will be seen at Syracuse, as a final race-test before the Grands Prix of Monaco, Holland, Belgium, Great Britain, Germany, Italy and Morocco.

ARMSTRONG ADJUSTABLE "SHOCKERS"

FOLLOWING the reference made to the Armstrong adjustable shock absorbers used on the 1958 Cooper cars in our 21st February issue, we have received the following information from Armstrong Patents Co., Ltd., on the fitting and use of this equipment on production cars:—

The adjustable shock absorbers provide a means whereby the degree of damping may be readily varied to suit particular requirements. An adjustable shock absorber may be especially useful when applied to the rear suspension of a car, as changes in riding characteristics, due to variations in weight, can be balanced out by either increasing or decreasing the damper setting as the case may be.

The adjusting mechanism may be operated either remotely by means of a suitable control fixed to the dashboard in the car or, alternatively, the adjustment can be made by operating a control fixed to the shock absorber.

The remotely controlled unit, being operated by the driver of the car, places conveniently at his disposal a means whereby he may tailor the damping of the suspension to suit exactly his individual requirements or taste.

The hand-operated control, fitted directly on the shock absorber, does, of course, necessitate the "get out and get under" technique to achieve a change of damper settings. Whilst this particular adjusting device may not be so conveniently operable as the remotely controlled device, it may prove more appealing for installations where changes to damping settings are required infrequently, and is of course cheaper as an installation.

NEW MODEL seen here under testing conditions is the Austin Gypsy, which features all-independent suspension and four-wheel drive.





BRITISH CARS for American drivers. This impressive display of crated cars include M.G.As and Hillman Minxes. The crates are open-sided and collapsible which simplifies shipping enormously.

American drivers more than the herds of livestock which roamed the road. Equipped with Chevrolet's new Turbo-Thrust engine and Turboglide automatic transmission, the car—which averaged 49 miles per hour—performed perfectly on the steep ascents where daytime driving is normally prevented by boiled-out radiators.

Sports Car Chatter

Lunched at Le Chanteclair recently, joining the enthusiasts at the Round Table, a small table in the rear of the restaurant reserved for radio, press, drivers, etc. Among the group was Douglas Grever, the new president of the Eastern Conference of Sports Car Clubs, an organization which does a herculean job of sorting out events in Eastern United States and keeping major rallies and races from having conflicting dates. The Conference represents—in addition to the giant Sports Car Club of America—some 4,800 club members. The annual meeting was held at Bella Vista restaurant out on Long Island. Despite snow and icy roads, representatives from 55 sports car groups travelled distances up to 500 miles to attend the annual meeting and to plan their 1958 calendar comprising some 400 events, with an average of eight per week. Following the meeting, a cocktail party was hosted by Nisonger Corporation, Castrol, and Lucas, and door prizes awarded to the guests included a cigarette lighter from Hambro, K.L.G. spark-plugs from Nisonger, Lucas flame-thrower lamps, Castrol oil products, and subscriptions to *Sports Car Illustrated* and to *National Speed Sport News*. The programme included talks by Paul McDermott on "Organizing a Club Racing Programme", by Al Kalet on "Club Insurance", and by John Fitch on "Safety, On or Off the Course".

(Continued on page 332)

American Angle

By RUTH SANDS BENTLEY

New York, February.

Indomitable on Ice

WITH this country frozen stiff under a blanket of snow, one of the most interesting winter sports has become snow-and-ice racing. And the little Swedish SAAB is proving there's snow-car like a SAAB for snow. Gaston Andrey, Ray Saidel and Dick Malone, each in a SAAB, out-paced, out-distanced, and soundly defeated the more powerful entrants in the Sports Car Club of America's snow races at Franconia, New Hampshire, winning not only the first race for small sedans but the main event for all classes. And at Lake Naomi in Pennsylvania, Lou Winkler won the touring production class in a SAAB 93.

Up in St. Agathe, Quebec, Canada, the same marque was gaining recognition through Homer Trotter who, in the *Formule Libre* race, brought his SAAB 93 home first ahead of 22 cars to win the Laurentian Auto Races. He lapped all but three cars. Then in the final race for the Laurentian Trophy, Trotter won from a field of 25 cars of all makes and lapped all but four, making the SAAB indomitable on ice. SAAB Motors Inc., the American subsidiary of Svenska Aeroplan AB, of Sweden, has just opened its headquarters in a new building at 405 Park Avenue in New York City.

Latin American Laurels

Covering 1,900 miles in 41 hours 14 minutes (including all gasoline stops, custom checks and traffic tie-ups, which totalled 2 hours 30 minutes), Betty Skelton and Vince Piggins in a Chevrolet station wagon have completed a certified sealed-hood round-trip over the famous General San Martin Highway that crosses South America between

Buenos Aires on the Atlantic and Vina Del Mar on the Pacific Coast. The run was sanctioned by the Automobile Club of Argentina; and a representative of the Club—who also made the trip—certified that no oil or water was added during the trip, that the engine operated continuously, and that no repairs were required. The highway is known as the highest transcontinental highway in the world, offering all types of road surfaces and climbing from the plains of the Argentine to 13,278 feet in the Andes mountains of Chile. Huge swarms of butterflies in the Pampas bothered the

★

THESE ARE FOOTHILLS? This photograph was taken in the foothills of the Andes Mountains during a two-way run across America by Chevrolet station wagon. Driven by Betty Skelton and Vince Piggins, the car completed the run from Buenos Aires to Vina Del Mar in 41 hrs. 14 mins. at an average speed of 49 m.p.h.



ENGINEERING MASTERPIECE: The superb and complex power-unit of the 1938 Mercedes-Benz. As with Auto-Unions, these cars were state-subsidized. The enormous cost of these cars would make this type of racing prohibitive these days.

if they were to withdraw their money bags it would stop, just like that. When a manufacturer picks his team of drivers, he is often excluded from choosing the man he wants because they are both signed up with different oil barons. Yet no professional driver can afford to live without augmenting his income by "signing up", and no manufacturer could continue to race without this aid. We are immensely grateful to our benefactors, and if they want us to race on paraffin, we shall have to do so! Racing costs money, so let's not be sanctimonious, for that's the way it is.

I was delighted to see a letter from

JOHN BOLSTER DISCUSSES

Formula 1 Again!

It is a curious thing that an innocent little article that I wrote on the Grand Prix Formula has roused some readers to a frenzy. Several letters of protest have come in, and it is literally true that there have been those which were too insulting to print! It reminds me of a certain piece I wrote about chain drive when AUTOSPORT was young.

Now, let us examine the reasons for all this fury. Quite a few chaps have written in to say that they must have the scream of superchargers, the wail of multi-cylinders, and the stench of nitro-whatsit. They call me a so-and-so for advocating a formula that penalizes forced induction, as if there were any alternative. It is necessary to be realistic at this point, and we shall not gain anything by behaving like spoiled children.

The truth of the matter is that we have already had a Formula for supercharged cars, and it didn't work. The 1½-litre S/4½-litre U/s days should have been a piece of cake for the "blown" motors, and indeed they were at first. Yet, at the end, everybody had run out of money, the "unblown four-and-a-half" had secured a Pyrrhic victory, and all the Grand Prix organizers had turned to Formula 2.

If another Formula for supercharged cars were introduced, not a single manufacturer could afford to build such machines. The sport would die, and there would be nothing left but sports and—oh yes—saloon car racing. Personally, I care more for the stripped single-seater than for any other category of car, and I simply advocate a Formula which will make it possible to continue to race such machines.

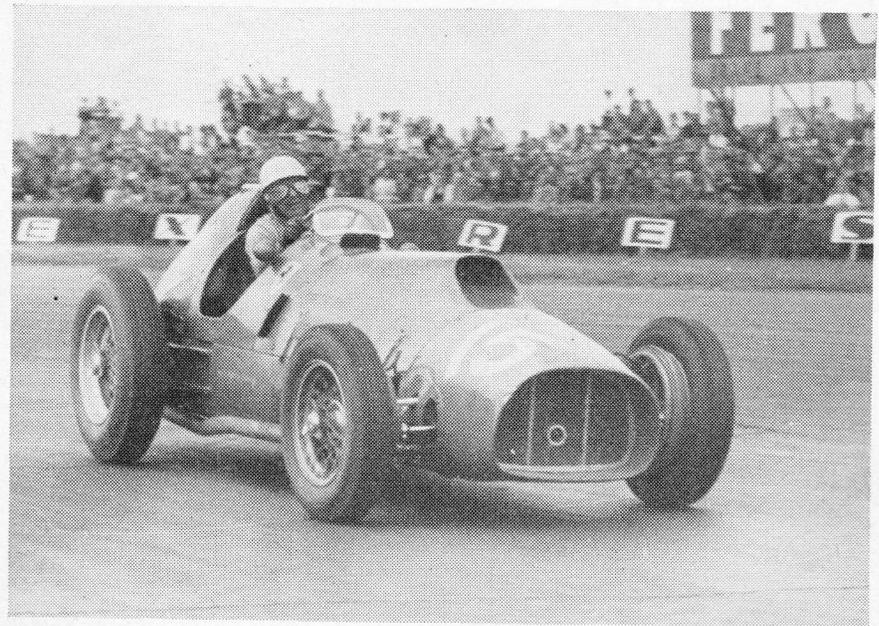
We have, admittedly, seen supercharged cars racing effectively before the war. They were subsidized by the dictator-ruled nations, however, and no

democracy will ever be able to find the money for such luxuries. Let's face it, too, that everything costs so much more these days; so we have said goodbye to these immensely complex racing cars, just as surely as we shall never again, in our lifetime, buy a Morris Minor for £100. Shall we, therefore, however much we may regret it, specify a type and size of car that a reasonable number of firms can afford to build and race? Surely that is better than having a formula to please the passionate enthusiast—and no racing?

The second bone of contention concerns alcohol fuel. We have heard scandalized exclamations because the commercial side of racing has intruded here. A sport should be above commercial considerations, we are told. The fact remains that the fuel companies support racing in such a big way that

my old friend Laurence Hartley on this subject. Hartley used to supply the alcohol fuel that I used in my hill-climb cars, though as he charged me 15s. a gallon, I can't exactly agree with his contention that alcohol ensures cheap racing! For the amateur, who extracts a phenomenal power output from an old engine with a cast iron head, alcohol is indispensable. For the exponent of J.A.P. racing and the driver of the supercharged vintage racer, methanol is the stuff. Even if one has a modern engine, carburettor tuning may be quite haphazard on alcohol, whereas it must be spot-on for petrol. For hill-climbs or short distance racing, where the very heavy consumption of methanol is not a serious disadvantage, one naturally uses "dope" when it is allowed by the regulations.

That is a red herring, however. The



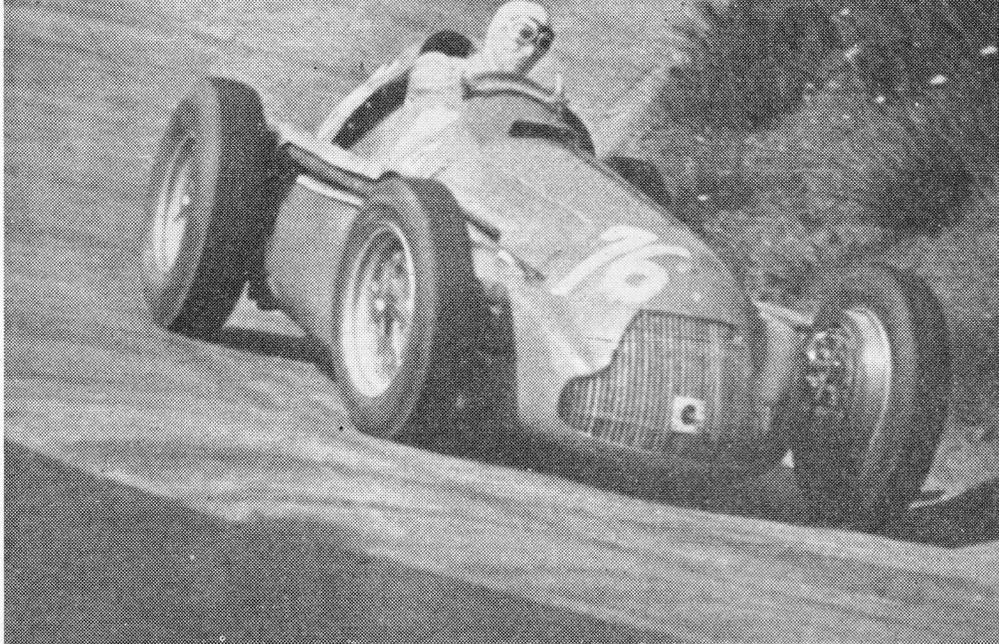
THE ONE that finally crushed the Alfas. Shown right is an example of the 4½-litre Ferrari at Silverstone. These cars eventually found the speed and reliability to defeat the Milan firm.

subject is Grand Prix racing, with the latest design of engines. Mr. Hartley holds forth about the internal cooling effect of alcohol, but in this case it is not required. Valve and piston heating is not a limiting factor—indeed, I have yet to hear of a single failure from this cause since petrol racing came in. So, the claim for improved reliability simply cannot be substantiated.

I see no reason why aluminium heads, with inserted valve seats, and sodium-filled exhaust valves, should not be encouraged. The light alloy head is now used on even the cheapest Continental cars, and the sodium-filled exhaust valve is now a commonplace in lorry engines. Provided that these two design features are present, and the compression ratio is not too high, alcohol fuel is not necessary.

There are, of course, difficulties in tuning an engine to run on petrol that are not present on methanol. The carburation throughout the range must be much more accurately set, and flat spots may take more "tuning-out". In the case of fuel injection, the difficulties of ensuring correct metering are increased, because the quantity of fuel used is much smaller. It is unfortunate that the engineers must overcome these difficulties, but in doing so they are giving us better carburettors and injectors for our touring cars. Carburation is one of the worst features of many modern production cars, and once again racing will certainly improve tomorrow's family saloon.

I have previously said that the current



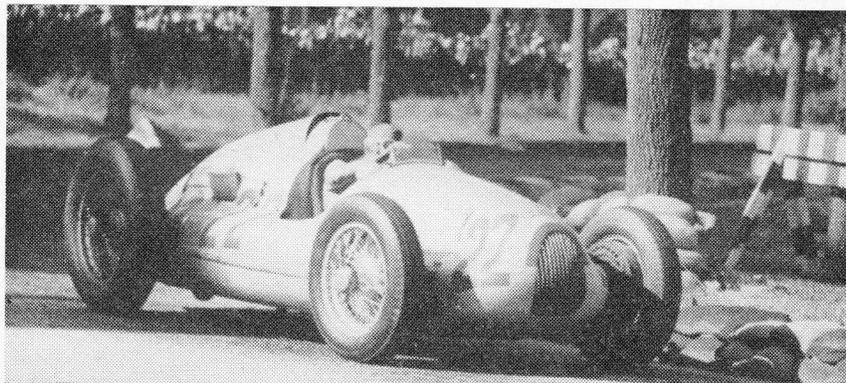
INVINCIBLE—for a time. The 1½-litre supercharged 159 Alfa Romeos easily held their own in the early days of the "big" Formula, until Enzo Ferrari perfected his 4½-litre cars. Shown here is Farina in an Alfa at the Nürburgring practising for the 1951 German G.P.

Grand Prix formula is the best that we have had. It is the best because it is realistic, and caters for the small amount of money that we have, and not for the amount that we wish we had. Yet it is giving us the finest racing that we have ever seen, and during the current season lap records will fall again and again, partly because of the smaller and lighter

fuel tanks. It may be poor man's racing, but it's good.

Motor racing is an extremely expensive sport, and it cannot take place until the money is found. The paying public must be satisfied for a start, and to do that there must be a large and representative field of different types of cars. The public got bored with the Mercedes-Benz and Auto Unions before the war, for the same reason as they sometimes yawn at an all-Cooper Formula 3 race or an all-Lotus 1,100 c.c. sports car event. However exciting the racing may be, it will be a flop if the cars lack variety, as the Monomill circus proved. The newspapers which sponsor the big races naturally favour a varied international entry, too. Then there are the "accessory" firms, who give a great deal of technical and financial assistance. You can't choose a Formula unless it gives all these people what they want—if you aim to stay in business.

Please don't blame me for this state of affairs. In this article I have not stated a single personal opinion, but have merely quoted incontrovertible facts. You've had the scream of superchargers, and the only alcohol you're going to get is in the bars. Yet if you want to see the finest racing there has ever been, you have only to buy a ticket for the next Grand Prix. See you at the circuits, chaps.



STATE SUBSIDIZED: Before the second world war, Hitler saw that through motor racing he could gain much prestige for Germany. Mercedes and Auto Union were thus able to spend enormous sums on very complicated machinery. Above is Tazio Nuvolari in an Auto Union on his way to win the Italian G.P. at Monza in 1938.

Circuit of Ireland International Rally

ALTHOUGH entries for this event, on 4th-8th April, do not close until 15th March, those already received are indicative of the importance of the event.

The Standard Motor Company is sending three Triumph TR3 sports cars to be handled by three leading Irish drivers. Triumphs secured outright wins in the last two Circuit of Ireland Rallies and will be anxious to complete the "hat trick". The three drivers selected are Ernest McMillen, who, in the last Circuit Rally in 1956 (the 1957 event was cancelled owing to petrol rationing), just failed to beat his team-mate,

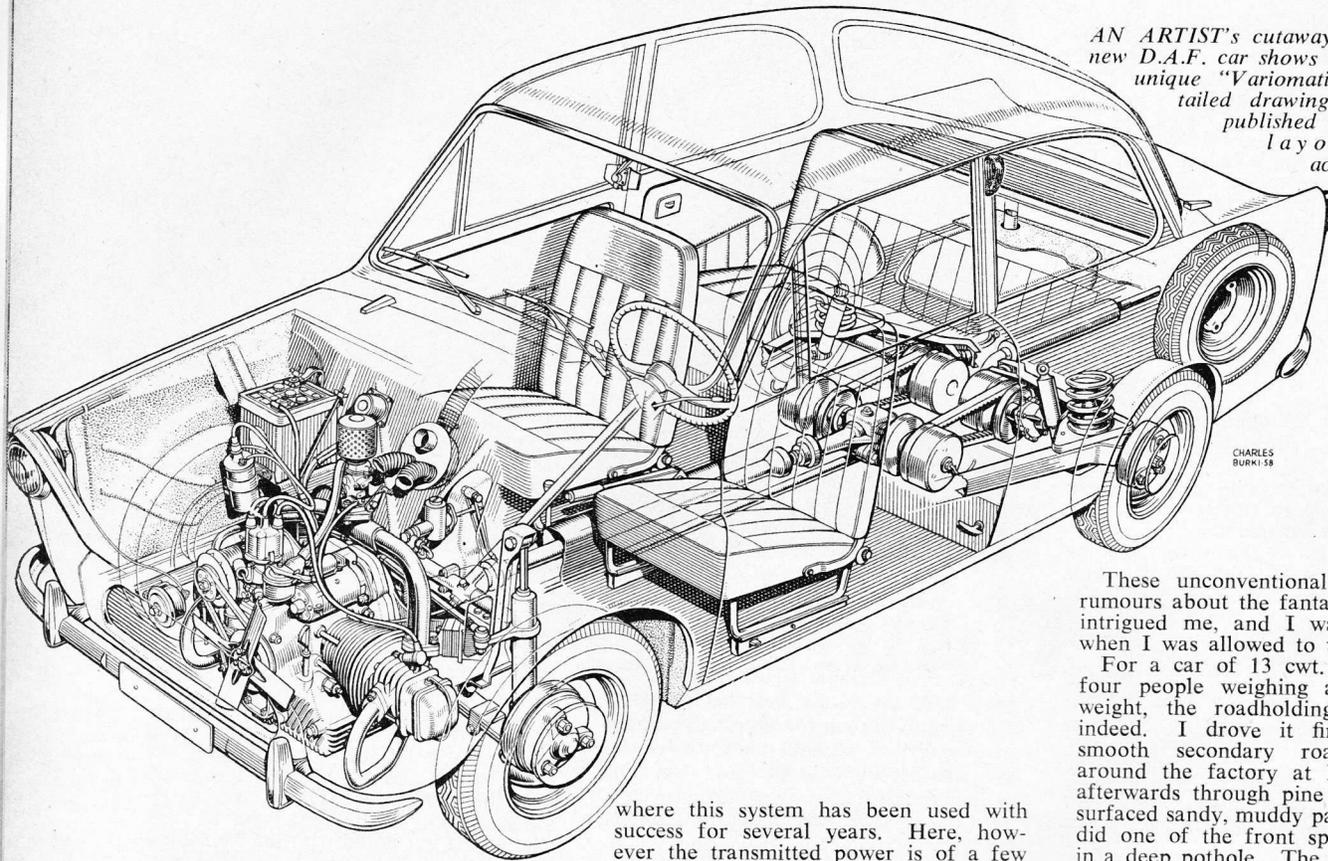
R. C. McKinney. McMillen has been a consistent performer in the Circuit Rallies for several years. A second Triumph will be driven by Paddy Hopkirk and the third car will be driven by Desmond Titterton.

Equally interesting is a team of three 1.5-litre Rileys which the British Motor Corporation is sending. One of these cars will be taking part in the competition for the Ladies' Trophy and will be driven by Pat Moss and Anne Wisdom. A second of the "team" Rileys will be driven by Frank Bigger, of Dublin, who was co-driver to Ronnie Adams in win-

ning the 1956 Monte Carlo Rally, and the third car will be driven by Billy Chambers, Belfast, now a Circuit "veteran", having first appeared in the awards list for this event in 1936 and who was still in the awards list in the last Circuit of Ireland. He is a son of one of the Chambers brothers who designed and manufactured the Chambers car in Belfast for many years, the only motor industry ever established in Ulster.

One formidable privately entered Ulster team will be the two brothers Jim and Esdale Dowling. Both will drive the new Sunbeam Rapiers and will have as their team-mate John Peile, of Richhill, Co. Armagh, who won the class for over 1,300 c.c. cars in the last Circuit.

AN ARTIST'S cutaway drawing of the new D.A.F. car shows the layout of the unique "Variomatic" drive, a detailed drawing of which was published recently. Engine layout and seating accommodation is also clearly shown.



where this system has been used with success for several years. Here, however the transmitted power is of a few

These unconventional items and the rumours about the fantastic roadholding intrigued me, and I was very pleased when I was allowed to test the car.

For a car of 13 cwt. with a load of four people weighing about half that weight, the roadholding was excellent indeed. I drove it first over rather smooth secondary roads somewhere around the factory at Eindhoven, and afterwards through pine woods and un-surfaced sandy, muddy paths. Only once did one of the front springs "bottom", in a deep pothole. The suspension feels

Road Impressions of The D.A.F.

WHEN this new Dutch car was introduced to the Press a few weeks ago, some 150 journalists were given a short drive or ride of a few minutes duration in one of the prototypes on the great oval track in the grounds next to the factory. Since the news was not to be published until a few days later, nobody was allowed to take the car outside the gates. There is a 100-yard stretch of "Belgian Road" built at the side of one of the straights of this oval and it was here that the Press could get an idea about the roadholding qualities of this new Dutch product. These first impressions were very good and enthusiastic stories started to circulate.

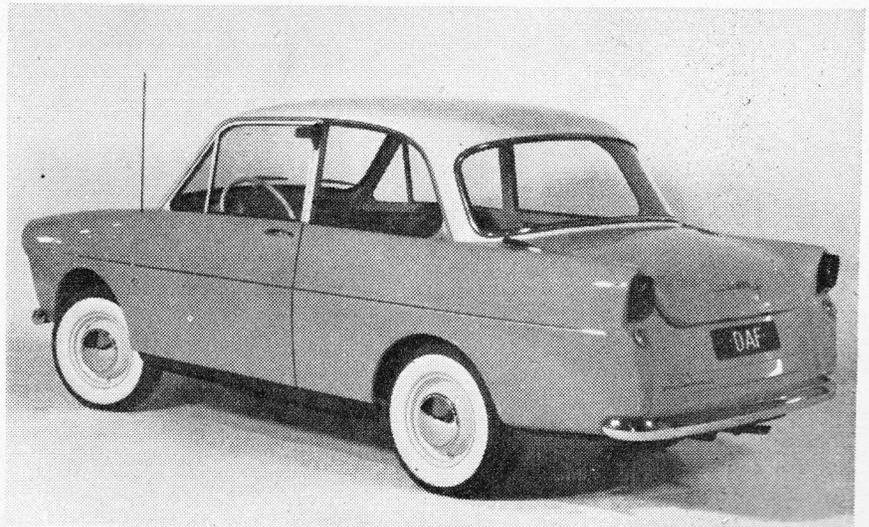
In the D.A.F. car, with its 600 c.c. air-cooled opposed twin cylinder engine and a flat bell housing containing the very simple centrifugal clutch only, the four occupants are sitting well forward, the driver and the man next to him having their feet at the centre line of the front wheels, while the back seat is placed well in front of the rear wheels, on top of the clever "Variomatic" transmission system. This "gearbox" (without gears) with its V-belts and pulleys having variably effective diameters, controlled by centrifugal weights, assisted by the engine's vacuum, is of unusual design. Half a century ago experiments were carried out with similar systems, but no vehicle was produced successfully which had this system incorporated. The only exception is the DKW-Hobby Scooter,

h.p. only, while on the D.A.F. some 20 b.h.p. has to be transmitted by two belts to the driven wheels. These wheels are situated at the rear and are independently sprung like the front ones. The "Variomatic" transmission incorporates some more advantages. Since the drive from the front to the rear pulleys is by rubber belts the use of universal joints is eliminated. The rear pulleys are rigidly attached to the halfshafts and can therefore be tilted. The system works like a limited-slip differential, a gadget sometimes optionally fitted at a rather high cost on expensive sports cars,

rather soft, but the springs-cum-shockers work very progressively, having a comparatively long travel. The rack and pinion type steering gear gives a positive and rather direct steering.

This "Variomatic" transmission system seems to be foolproof. As soon as the accelerator is pushed to the floorboard, the car gets moving and the speed increases, while the amount of revolutions (the car tested was a prototype with a rev counter fitted) does not jump as fast as one would expect on a "normal" motor car. It is rather unusual to see

(Continued on page 340)



NEAT, clean lines of the car give no hint of its size, the picture giving evidence of its nice proportions.



OUTWARDLY similar to the normal model, the new version tackles a muddy gradient in fine style. The camel awaiting its arrival looks quite disgusted at the falling snow!

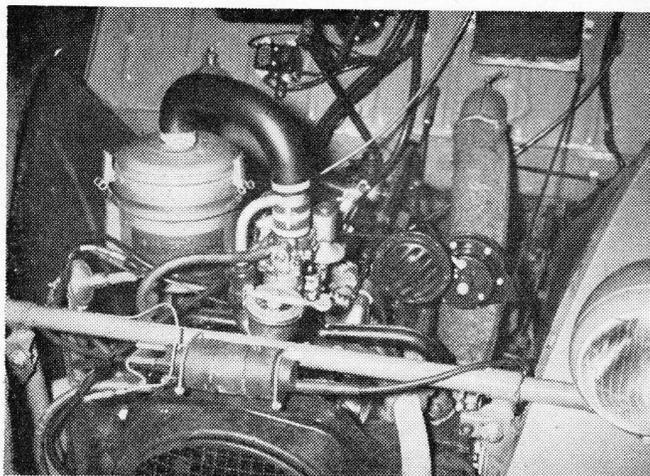
THE rising trends among the motor manufacturers of Europe are, at the moment, going in two directions—towards the small, easily manœuvrable and cheap economy car and, at the other end of the scale, the rugged, four-wheel drive, “go-anywhere, do-anything” all-purpose vehicle.

Citroën seem to have managed both in one vehicle in their new “4 x 4” version of the 2CV, recently announced. Differing only slightly in appearance from the normal one about which we have such mixed opinions, the secret lies in the fact that the car is now fitted with two engines: one is mounted normally in the front of the car, while the other is fitted at the back and access is gained by a top-hinged flap. Both power units are of the same capacity—425 c.c.—and have similar characteristics to the normal 2CV unit, developing about 15 b.h.p. individually and, of course, approximately 30 in total.

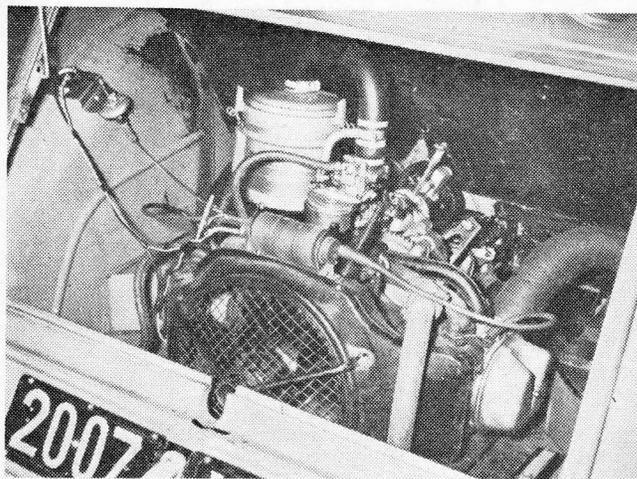
Starter for the second engine is mounted between the front seats, and seating for four is provided.

A TWIN-ENGINEED 2CV!

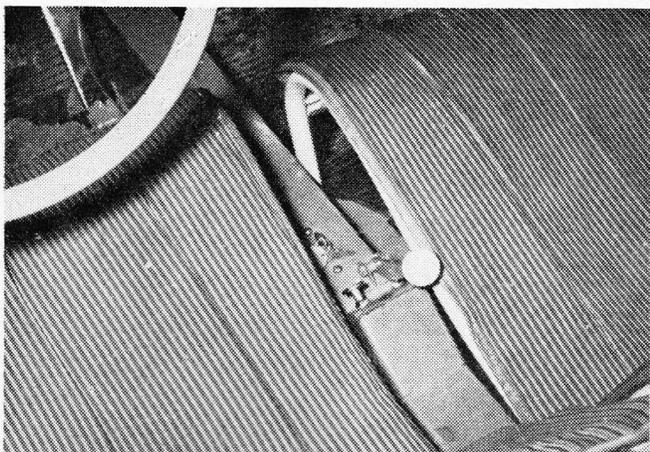
New Version of the Economy Citroen for Sahara Desert Conditions



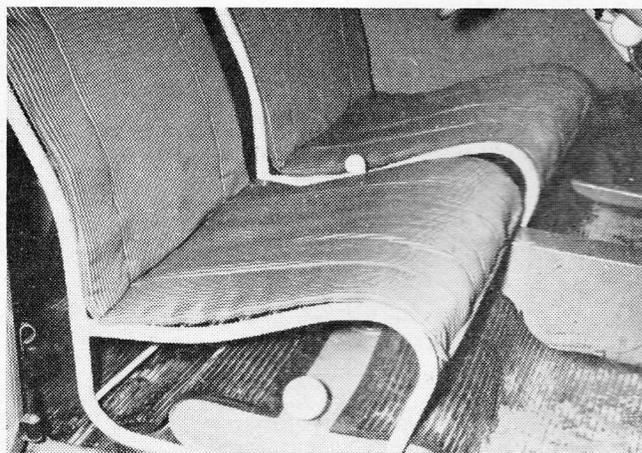
FRONT engine (above) is normally fitted and drives the front wheels only as in the existing 2CV.



REAR engine (above) drives the back wheels only, and can be started or stopped independently of the other.



BETWEEN the two hammock-type front seats is the starter control for the rear engine.



BENEATH the front seats is a flat fuel tank, access to the filler being gained through the door.

WELL-MUFFLED against the biting cold, spectators watch as Tony Marsh, the winner, fails at the almost impassable Newlands I. Snow lies thickly on the wings of his car.

like! A series of bad ledges running up the side of a grass bank. Here exactly half the entry were clean; the rest failed just below the finish.

Dewpond I was a short, wet, grass climb with a bad ledge near the top. Cleans were made by Marshall, Davis, E. Harrison and Marsh only.

Dewpond II consisted of a curving, wet, muddy track which was sited through a foot-deep pond, then on to mud and grass. This would have made "the picture of the day" but unfortunately due to howls of anguish from the early arrivals, those in charge softened their hearts and deleted same to great cries of shame from the massed audience! Seriously, though, it would have proved nothing, as no one "got through" as it was, only Chandler reaching marker No. 8.

Slow and Easy was a grass climb which quickly wore down to mud. Very narrow, it was taped past an enormous tree trunk, then left and down into a bog, up a ledge and on to a grass bank. Looked worse than it was, the top 10 making the finish. Cushy was a very clever little effort, down to a hairpin round a tree, so taped that, without great care, those who went "wide" quickly forfeited; the same 10 made it! The Nursery Slopes I was short and very steep, running left to a falling-away finish. Edward Harrison made the only clean climb! Nursery Slopes II was similar, except for the enforced dodging of a large tree en route. Marsh, Phillips and F. T. Lewis (Squamigerous) dodged!

At lunch the leaders were Reg Phillips (19), Tony Marsh (20) and Edward Harrison (21). Just after the afternoon's start, a violent snowstorm

Wilshire Trophy Trial Won By Marsh

Violent Snowstorm Baulks Many Drivers

THE Mid-Cheshire Motor Club's B.T.D.R.A. and R.A.C. Championship event took place on Saturday, 8th March. Starting at Broxton, Cheshire, it drew an entry of more than 30 competitors.

The first section, "Birts B", was more or less in the shape of a "warm up" and consisted of a long sandy lane with a bad left-hand kink just before its finish. It presented little difficulty, well over half the entry being "clean". From there, drivers were faced with nine varied sections all sited in a large, wet, boggy field; the morass therein contained was a little overdone but the organizers could not be blamed as a totally unexpected snowstorm made the climbs about twice as difficult as they were intended. This called for quick re-siting of Doc Lilley's excellent start areas, which personally I would have left alone, as in not one case was the entire entry prevented from reaching the half-way mark!

Goodstart. Well, it wasn't, with its rather debated start area consisting of a glutinous mass of mud, then winding up a wet grass bank, over a bump, round a tree, left through a further bog, then up the side of a hedge. Without doubt it was the best hill of the day. Even with the start gate moved back some 10 yards, the first 16 cars never reached section 2. Then Reg Phillips (Fairley), superb as ever in thick mud, made the tree in section 5 but could not find enough wheel adhesion to surmount the bump. This fine effort was quickly repeated by N. H. Overton in his new and rather stark blown Overton Mk 17, R. B. Needham (Needham Spl.) and E. J. Chandler (Chandler Spl.) who gained the day by

inches. Last but not least was a similar ascent by P. Highwood (Xpence).

Barnstorm. A long climb on wet grass, over bumps to a falling away left-and right-hander, then up the side of a grass bank. The early numbers, consisting of T. A. Marshall (Austin), R. Davis (Austin), E. Harrison (Harford) and A. E. Marsh (T.M.S.), were all clean, then a terrific crop of failures till the arrival of Phillips and Highwood who again were successful!

Moscow Steps was just what it sounds



... AND the snow lay round about
...! Wintry surroundings and a carpet
of snow form a backcloth to this fine
picture of Frank Lewis (Squamigerous)
making his assault on Newlands II, a
climb which failed no one.

MUD-PLUGGING! Edward Harrison (Harford) throws wet mud all over the countryside during the driving test—which included a start in about three inches of water!

blew up, making the task of the early numbers on the first two hills nearly impossible. Visibility was almost nil, but quickly cleared to brilliant sunshine!

Newlands I was a bramble-covered track with a left-hand climbing hairpin some 25 yards from the start. This looked, and was, impossible though the organizers swore it had been climbed! Possibly "on foot" was the general consensus of opinion! Anyway, no one looked like making the turn.

Newlands II was, in contrast, a straight grass climb up between trees which failed no one. From here the route led over to the Bickerton Tank Testing Ground. This area abounds in sections, the first of which was Owt or Nowt, where the accent was on the Nowt, as no one climbed it, a very difficult rutted track gradient some 1 in 2 which at the top narrowed to a car's width, and finished with a gigantic stone lip. Only Chappell reached section 8, and had great difficulty in returning from whence he came!

Rush I and II were similar, both being straight climbs up the side of fir-clad hills; no failures were recorded. Boodle was very much the same, except for the surface, which was of earth. Again, the same result.

Charles Chase was certainly the best



hill of the afternoon. Down, and round a hairpin, immediately over a steep ledge which, if taken too far to the right,

EDWARD again—this time on Dew-pond II. The deleted pond can be seen on the right.

would not allow the o/s front wheel to lift, then a steep climb on to a falling-away surface. This hill settled the Premier Award: Marsh was clean, Phillips and Harrison, both too far over to the right, failed on the ledge. Others clean were Lewis, R. J. Wilson (R.J.S.), R. Kemp (Cannon 9), Chappell, J. F. Harrison (Harford), Overton, Needham, A. D. Alldred (Bassinett), Chandler and Highwood, B. R. Potts (Cotton IV) and G. Clarke (Cannotton).

Lou's Place went straight up the side of a wood, avoiding the whipping branches of trees *en passant*. About two-thirds of the entry made it! Doc's Dilemma comprised a left-hand turn on gorse, then followed a rough but wide sandy climb, which on the whole presented no real difficulty. The proceedings closed with a circular enclosed test incorporating a stop and restart. It was infamous for its start in some three inches of water, which just about made the day for cold and wet passengers! This, after all that, was not needed!

FRANCIS PENN.

Results

1. Wilshire Trophy, Tony Marsh (T.M.S.), 32; 2. Lilley Trophy, Reg Phillips (Fairley), 33; 3. Hall Trophy, E. Harrison (Harford), 35. First Class Awards: P. Highwood (Xpence), 37; J. F. Harrison (Harford), 40; R. Davis (Au-tin), 42. Team Award: "Dadanlads" (The Harrisons), 118. Navigator's Award: (T. Marsh) Miss Di Scott. M.C.M.C. Members' Trophy: Jim Lilley.



TUNING THE M.G.A

OWNERS of M.G.As will be intrigued to learn that the M.G. Car Co., Ltd., has just issued a booklet dealing with the stages of tune which can be done. The publication is entitled "M.G.A Special Tuning", the reference number being AKD819. Copies may be obtained from Abingdon, and eventually from all M.G. distributors.

First stage is 1, which is tuning by port polishing. Provided instructions are

carefully followed, power-output will be increased to 75 b.h.p. at 5,750 r.p.m. Stage 2 is mainly for middle-range acceleration, using the ZB Magnette-type camshaft, whilst 2A includes the use of higher compression ratio (9 to 1), by fitting flat-top pistons. Final 9 to 1 stage (3) gives 78-80 b.h.p. at 6,000 r.p.m.

Stage 4 is to increase output to 86 b.h.p. at 6,000 r.p.m., which requires 10

to 1 flat-top pistons and replacement connecting rods, modifications to combustion spaces and so on. Final stage (4A) includes the use of larger (1½ ins.) S.U. carburettors, with eventual power-output of 88 b.h.p. at 6,000 r.p.m.

The booklet also lists the special items which are obtainable from the manufacturers, including special valves, racing brake-linings, stronger valve springs (to raise "period" to 6,400 r.p.m.), close-ratio gears to give ratios of 1.268, 1.62 and 2.45 for third, second and first respectively, 4.55, 4.3, 4.1 and 3.9 to 1 axles, oil cooler, etc., etc. It is also possible to obtain complete cylinder heads, with polished ports and matched manifolds by Laystalls.

American Angle—continued

Also at the Round Table recently was Warren Forma who divulged that his excellent Sebring movie, "Man and Car", which was screened at Alec Ulmann's Sebring press party, was a one-man project. Forma handled his own cameras and produced the whole film single-handed.

Other guests at the table were Frank McCauley and John Porter, both of National Broadcasting Company, who said their programme, Monitor, will make frequent announcements all day Saturday on the progress of the Sebring race.

Sebring Snatches

New Yorkers are looking forward to the visit of Messrs. David Murray and Colin Chapman who will arrive in New York City on 16th March on their way to Sebring. The former is shipping his Ecurie Ecosse D-type Jaguars direct to Florida on United States Line's *American Miller*. It is not known at this time how the Lotus team cars are being delivered. Among the drivers for the Scottish Jaguar team will be Masten Gregory, the American who has been driving in European world championship events for the past two years.

It is almost certain that another Anglo-American co-driving pair will be Roy Salvadori and Carroll Shelby. Their

mount will be an Aston-Martin. Other drivers on the team will be Stirling Moss and Tony Brooks. The three cars entered by Aston-Martin are two DBR1 models and a Gran Turismo Mark III coupé, all with 2.9-litre engines.

Because of insurance problems, Mexico's 15-year-old Ricardo Rodriguez and 17-year-old Pedro Rodriguez, Jr. will not be allowed to drive at Sebring. While F.I.A. has no age restriction, American insurance officials insist that drivers must be at least 21.

And café society laughingly suggests that the Sebring race this year be started with a zebra-striped flag because three of El Morocco's habitués—Porfirio Rubirosa, Harry Shell and Jim Kimberly—will be competing there. The famed New York supper club is upholstered in zebra-striped material.

Alfred Moss has entered a 747 c.c. Abarth-Fiat Zagato and has asked Denise McCluggage and Ruth Levy to capture the "H" Class for him, which they might very well do. Even though Chevrolet has pulled out of competition, as have the other American manufacturers, their company will be well represented, for co-driving Corvettes will be Dick Thompson/Fred Windridge, Dick Doane/Jim Rathman and James Jeffords/August Pabst. Reese Makins has also entered a Corvette but has not announced his co-driver.

AN EVEN TOUGHER "LYON-CHARBONNIÈRES"

THE A.C. du Rhone has thought up the most difficult road section ever for the 11th International Lyon-Charbonnières Rally, which starts on 21st March. During the second stage from the Casino of Charbonnières, the 1,271 kilometres route includes no less than 29 time, and 12 passage controls, as well as some unannounced. Longest point-to-point section is that from Terrenoire to Le Puy (98.5 kiloms.), and the shortest, from Egalays to Laborel (12 kiloms.). Average speeds for the three categories are 56, 58 and 60 k.p.h. respectively. Twenty-two cols have to be traversed *en route*, and there are three speed-hill-climb classification tests, a special section, and a final hill-climb at Charbonnières.

Most of the traditional "Charbonnières" country is covered, but new sections have been included from the east of Valence, notably to St. Jean-en-Royans, where a loop comprises fierce mountainous terrain, over the Cols de la Croix, du Pionnier and de l'Echarasson, and thence back to St. Jean. This is a special section, timed to $\frac{1}{2}$ second. St. Jean is visited for a third time, the route going via St. Jalle, the Col de Croix de l'Homme Mort, Chamaloc and the Col du Rousset.

Starting points are Barcelona, London (Boulogne), Turin, Berne, Frankfurt, Marseilles, Paris and Lyon. Competitors converge on Macon, where a tricky 98.5 kilometres section culminates in a timed climb at Limonest.

Practically all the French top-line rally drivers are taking part, which possibly explains why the R.A.C. Rally was unable to attract entries from France. Awards and prize money exceed four million francs, and amongst the awards is the AUTOSPORT Peter Reece Memorial Trophy held by Nancy

Mitchell (M.G.), and in 1956 by Kit Heathcote (Standard 10).

It is quite possible that this year's event may be won on the road, with a lot depending on weather conditions. Apart from the special section, timing will be to the minute; for example, if a competitor is due at a control at 10.10, and stamps the "Printogene" at 10.09.59 $\frac{9}{10}$, he will be *one minute* early (60 marks), but at any period from 10.10.00 to 10.10.59 $\frac{9}{10}$, he will be deemed to be on time; this arrangement amounts more or less to one minute tolerance for lateness. However, in order to compensate for possible difference in timing equipment between controls, the organizers are permitting one minute in advance, or after the stated times. Thus it will be possible to arrive at 10.09.00, or 10.11.59 $\frac{9}{10}$, without incurring penalties. In previous years, the one minute lateness could be claimed only once.

In accordance with French police regulations, the maximum average speed between any two points may not exceed 75 k.p.h.

British entries include Tom Clarke (A.C.-Bristol), John Sunley (A.C.-Bristol), Gregor Grant (Triumph TR3) and Nancy Mitchell/Joan Johns (Riley).

NEW JBW-MASERATI

BRIAN NAYLOR, who last year enjoyed a most successful season with his well-known 2-litre Lotus-Maserati, will begin tests shortly with an advanced version of this car, named the JBW-Maserati.

The 1957 Lotus-Maserati consisted of a basic Lotus Eleven Series 2 chassis and body fitted with a 2-litre four-cylinder Maserati engine. Among its many wins were the 2-litre class in the Spa Grand Prix and the same class at Silverstone International.

At the end of the season, at Goodwood, when leading second man Roy

Salvadori by 12 seconds, a weld attaching the lower nearside wishbone to the chassis snapped and the car was resultantly damaged beyond repair, Naylor breaking his leg.

The engine and gearbox were saved, however, and have now been fitted to a chassis and body designed by J. B. Naylor, Ltd. The chassis follows the general lines of the Lotus Eleven but incorporates considerable modifications to the front suspension, and has the engine mounted six inches farther back. The body is similar to that of the 1958 3-litre Ferrari.

The overall weight of the new car is slightly less than the 10 cwt. of last year's Lotus-Maserati. Girling 11 in. brakes are fitted instead of last year's 9 in. type and this factor, combined with better suspension, is expected to result in much-improved handling and better lap times.

The JBW-Maserati is now very near to completion and should be ready for testing at Oulton Park early next week. First racing appearance is scheduled for Easter Monday at Goodwood.

EASTER BRANDS

EASTER Monday at Brands Hatch will see the first of a type of race meeting which is to characterize the track in 1958. Gone this year will be the familiar programme dominated by events for 500 c.c. Formula 3 cars. Instead, on Easter Monday, in a nine-race, 120-lap programme there will be three events for 1,100 c.c. sports-racing cars, one for production sports cars, one for *Formule Libre* machines, two for family saloons and only two for "500s".

Taking the place of the Formula 3 cars are the family saloons. Every Brands meeting this year will have two 15-lap saloon events—one for cars of up to 1,600 c.c. and one for larger cars. Each race will, itself, be divided into two capacity classes and points and prize money will be awarded to winners of the first three places in each class; there will be an extra point for fastest lap in each category.

Among drivers who have entered for the new National Championship are Tommy Sopwith and Sir Gawaine Baillie in 3.4 Jaguars, Jack Sears (Austin A105), Harold Grace (Riley), Alan Foster and John Waller in Dickie Jacob's Magnettes, John Webb in J. Davy's Mulette, Patsy Burt and Peter Harper in new Rapiers and John Sprinzel (A35).

The actual Brands programme for Easter Monday is:—

Chequered Flag Trophy Race: 15 laps, 1,100 c.c. sports cars. Probably two 10-lap heats as well.

John Davy Trophy: Two 15-lap saloon car events, 1,200 c.c., 1,600 c.c., 2,700 c.c. and unlimited classes.

Series-Production Sports Car Race: 15 laps for AUTOSPORT Trophy production sports cars.

"Sporting Record" Trophy Race: 15 laps, Formula 3.

Junior Formula 3 Race: 10 laps, Formula 3.

Easter Trophy Race: 15 laps, unlimited racing and sports cars, supercharged or unsupercharged.

Racing will begin at 12 noon; practising will take place all day on Saturday, 5th April.



NEW ZEALAND NEWSLETTER

RECORDS AND THE ARDMORE "FIFTY"

THE New Zealand racing drivers' championship has been won by Ross Jensen of Auckland, and the runner-up is another Auckland, young Bruce McLaren. Jensen won the first gold star championship last year using Peter Whitehead's Monza Ferrari. This year he had his own 250F Maserati for the job. This is, of course, the ex-Moss car.

The result of the championship, which is run by the Association of New Zealand Car Clubs, is not yet official, but according to the secretary, Cliff Gordon, Jensen is so far ahead that nothing can influence the ultimate result. In actual fact all the races counting for the gold star have now been held. The Manawatu Car Club's meeting scheduled for 1st March was to have been included in the series, but with its cancellation the substitute meeting at Ardmore was not included in the series. While all the results are not yet officially reported, and thus the minor placings have not been settled, the unofficial count gives Jensen 47 points and McLaren 24.

Jensen took 10 points for being the leading New Zealander in the Grand Prix (he finished second to Jack Brabham); 7 points for being second New Zealander at Levin (he finished fourth there behind Brabham, Archie Scott-Brown, and McLaren); 10 points for first New Zealander to finish at Wigram (he was second to Scott-Brown), and 10 points each for his outright wins at Dunedin and Invercargill.

McLaren, driving the works 1,750 c.c. Cooper-Climax, gained 10 points at Levin for being the first New Zealander to finish, and 7 points each for his out-

right second places at Dunedin and Invercargill.

To Jensen went the honour of being the first New Zealander to win an international race in his own country with his Dunedin win. McLaren was selected as the most promising driver of the year—and he earned the honour—and as a result he will leave for Britain for a season with the Cooper Car Company in April. This scheme is sponsored by the New Zealand International Grand Prix organization and a portion of the fund has come voluntarily out of the pockets of enthusiasts throughout the country.

Maurice Stanton won the New Zealand hill-climb championship and set a new course record with his aero-engined Stanton Special recently. The event was sponsored by the South Canterbury Car

NEW ZEALAND CHAMPION is now Ross Jensen, who has achieved three wins and two second places in five major events, driving the ex-Moss 250F Maserati.

Club on its Clelland's Hill course near Timaru. The climb is reputedly of seven-tenths of a mile, but drivers and others are inclined to be a bit suspicious of the length of many hill-climb courses in this country for almost invariably they are stated to be seven-tenths of a mile! The course is also a gravel one (they breed 'em tough here).

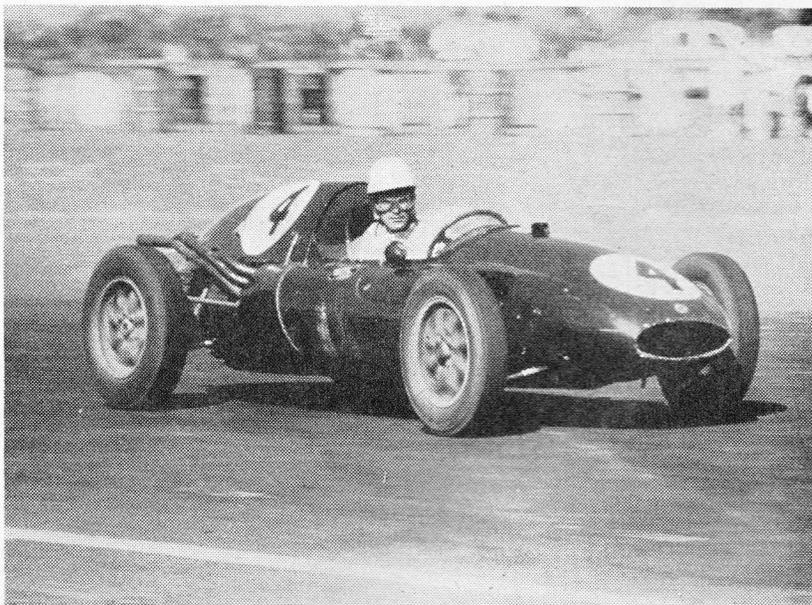
Previous course record was held by Stanton in 55 secs. First man to break it on the day was the polished 500 c.c. Cooper driver Dick Campbell who registered 54.9 secs. on his second run.

But on his third run Stanton made it in 53.9 secs. and Campbell was unable to better this time. In third place was Bruce McLaren who registered 55.3 secs. with the 1,750 c.c. Cooper-Climax. Fourth equal were Ron Roycroft (4½-litre Ferrari) and Duncan Rutherford (Lycoming Special) with 55.8 secs. Next in line were Ernie Sprague (4CLT Maserati) with 56.3 secs., D. Young (XK 120 Jaguar) with 56.6 secs., and Pat Hoare (3-litre Ferrari) with 59.6 secs.

The Stanton Special appeared with a new special hill-climbing body. It is very stark and made of a very light gauge aluminium. As brother Charles Stanton explained: "Maurice likes to see those front wheels and the car does not seem half so big as when it has on the fibreglass body."

With the fibreglass body back in place, Stanton tackled the New Zealand flying kilometre record at the championship meeting conducted by the Canterbury Car Club on the Tram Road near Christchurch. This was also a New Zealand title meeting, but conditions were bad, there being almost a gale force cross-wind at times. He put in up and down runs at 13.64 secs. and 13.11 secs., but the average was not good enough for him to improve his figure of 168.6 miles an hour. In point of fact he eased up half-way through each run deciding it was far better to live and wait for another day.

(Continued on page 335)



NOT JACK! The surprised look on the face of Merv Neil seems to show that he is less used to facing the camera than the ex-Brabham F1 Cooper-Climax he is driving.

DISTINCTIVE signboard and unusual showroom windows make the Chequers Speed Shop an unmistakable landmark.



Shopping For Speed

A Visit to a Remarkable "Speed Shop"



RESTORATION work on a Lanchester coupé goes on side by side in the workshop with modification treatment to a Ford saloon to which the finishing touches are being put (above).

CURRENT sports car prices and, to some degree, the liking for a "Q" car—may well be part of the reason for the ever-increasing popularity of tuning equipment fitted to otherwise rather innocuous family motor cars. Whatever the reason, however, the popularity of these kits is one of the major trends in the sporting motoring field, so that the growth of "speed shops" up and down the country is hardly surprising.

Possibly unique in that it is more of a "speed supermarket" than just an ordinary "shop", however, is the Chequers Speed Shop, which you find on the right at Camberley as you go down the Portsmouth Road towards the south-west. Presiding over the enterprise is Barry Eaglesfield: if the name rings a bell you can give yourself a cigar, because you should know him. He is the author of the *Bugatti Book*, the standard work of reference and register of Bugattis. He is the hon. registrar of the Bugatti O.C., and a life member as well. He also pays

NEAT and well laid out, the showroom makes it easy for the enthusiast to find what he wants among the tuning kits, suspension modifications, and rally equipment on display.

his sub. like a good member to the V.S.C.C., Veteran C.C., Oxford U.M.D.C. and the Special Builders' C.C. And in his spare time he has a bash himself with Bugattis, H.R.G.s and Tojeiros: yes, you should know of him.

His speed shop is just another reason for doing so, for it is a completely new venture in this country and is unique in that it is the only firm stocking *all* speed equipment and conversion kits manufactured by specialist firms throughout Great Britain, U.S.A. and the Continent. Kept in separate racks on the "counters" of the showroom are items for making almost any kind of motor car go faster, each living under the label of the make of car involved. Fords form the firm's main interest and equipment marketed by Ballamy, Derrington, Elva, Willment, Buckler, Aquaplane, Grove Workshops, Dellow and so on is all available there. Buckler chassis for Fords are stocked and four different makes of fibreglass bodies are available to special builders. So far as the man who can't do it himself is concerned, the Chequers Speed Shop can undertake anything from tuning carburettors to complete overhauls for sports or modified saloon cars. Special test equipment is available.

In addition, a full range of rally equipment and racing clothing is stocked, from crash hats to safety belts and from Haldas, for which the firm is agent, to romers by way of first-aid kits, fire extinguishers, competition plugs and lights.

To complete the range, a section of the showroom is devoted to vintage and veteran car-decorated wallpaper, curtain material, pottery, glass and lampshades!

Of particular interest to the enthusiast, however, is the scheme by which, to save labour charges, you can take your car, or even parts of it, along to the garage and do the job yourself. This costs you 5s. an hour up to 6 p.m. and 6s. after that; the use of all equipment and advice is free. There is no charge for garaging, and the customer only pays while he is on the premises, while opening hours are from 8 a.m. until 10.30 p.m., or later by arrangement.

(Continued on page 340)

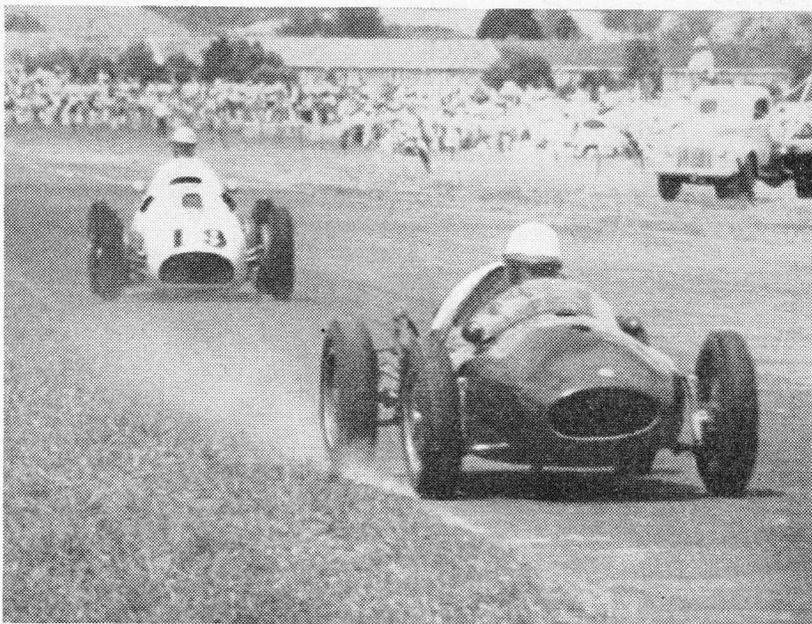


SOON to be seen in Europe is Bruce McLaren (1,750 c.c. Cooper), seen here leading Ron Roycroft (Ferrari). Bruce will have a season with the Cooper Car Co. over here as a result of being selected as the most promising driver of the year.

New Zealand—continued

None of the other times were anything startling with the possible exception of those of Ray Archibald with a 3.4 Jaguar saloon who registered 18.485 secs. and 18.10 secs., and Arthur Kennard whose Corvette-Healey went through the traps in 18.42 secs. and 18.09 secs. Frank Shuter with the 8CLT Maserati registered 16.30 secs. on one run but his time was missed on the return run. Pat Hoare registered 16.26 secs. and 15.76 secs. with the 3-litre Ferrari.

In the afternoon the New Zealand standing kilometre titles were contested and Stanton averaged 25 secs. to take the class B record, and, subject to official confirmation, also the national outright record. Kennard just missed the class C record with 26.93 secs., and Dick Campbell bettered his own class I record with 30.07 secs. with his 500 c.c. Cooper. Pat Hoarse with the Ferrari



was fastest in Class D with 25.285 secs., and close behind him was Frank Shuter in the old 8CM Maserati with 25.8 secs.

Ross Jensen Wins the Ardmore "Fifty"

THE Ardmore "Fifty", feature event of the national meeting held at Ardmore by the N.Z.I.G.P., resulted in a convincing win for New Zealand champion Ross Jensen in his ex-Moss 250F Maserati. Second was Ron Roycroft in the V.12 Ferrari 4.9-litre, and third was Merv Neil in his 1,750 c.c. Cooper (this is the car which Jack Brabham drove to victory here in January in the New Zealand Grand Prix, except that the special crankshaft has been changed for a standard model). Fourth car was the locally built Lycoming Special, brilliantly driven by Bob Gibbons, better known as the pilot of New Zealand's only D-type Jaguar.

This meeting was arranged only three weeks before it was put on and the organization showed many signs of hasty preparation. Events were not run according to programme and entries were not closely checked, so that we had a Ford 100E-engined Buckler taking second place in a handicap for sports cars over 1,500 c.c. and a 1,100 c.c. Cooper-Vincent finishing second in a Formula 3 handicap!

However, if this event is staged next year—and indications are that it will be—there is no doubt that these minor matters will be attended to.

Most events were handicapped, and the handicapper certainly made the racing very interesting. In one six-mile event, all 20 cars, ranging from Goggomobil to a Ford Consul, finished with only 8 secs. separating first from last.

Twenty-four starters for the big event were selected from the fastest cars in two 10-mile heats. The first heat was won by McLaren (1,750 c.c. Cooper), who took the lead from Roycroft coming out of the hairpin the second time round and drew away to win quite comfortably. Roycroft was second and Ron Frost (F2 Cooper, single-cam.) third. This heat saw the most terrific shunt on the second corner of the first lap, when Gavin Quirk (ex-Owen

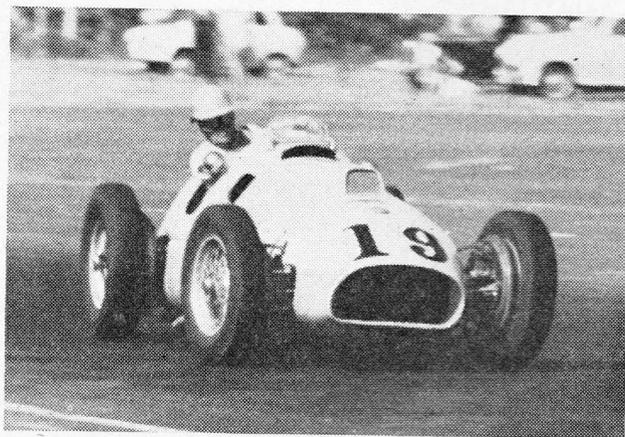
Maserati) appeared to miss his braking point and ran right up the tail of Frost's Cooper (described in the daily Press as an oil drum). The Maserati was badly bent about the nose but the Cooper had only a few smears of red paint—including traces on a half shaft and back spring.

The second heat was won by Jensen from Neil, who qualified his F1 Cooper in this heat and a 1,500 c.c. Cooper sports in the previous heat. Third was Ken Harris in the ex-Wharton Monza Ferrari, and what an improved driver this is, very small and light (smaller than Lewis-Evans). He admits he is scared of the power he has to control and yet drove a very forceful race. The car is beautifully maintained and tuned

lap, when a pit stop, due to a loose plug lead, cost him a lap and allowed a steady Roycroft to move into second place, followed by Merv Neil.

Gibbons started slowly but settled down to pass the Monza Ferrari and then Frost's F2 Cooper into fifth place—this became fourth when McLaren stopped. Then started a race-long tussle between Gibbons and Neil, who just managed to snatch third place when Gibbons slowed through lack of oil pressure. Farther back, Frost and Harris maintained their positions until McLaren came into the picture again to take a well-merited fifth place.

The race finished without any further change, Jensen first, having broken Moss's 1 min. 28 secs. lap record three times, eventually returning 1 min. 27.1 secs., a time which has been beaten only by Brabham and Lewis-Evans in practice. Second was a slowing Roycroft, followed by Neil, Gibbons and McLaren, with Frost and Harris the only others in the picture. R.S.



★
OOPS! Ron Roycroft applies a little opposite lock some over enthusiastic cornering!
★

and Harris's driving leaves little to be desired.

The 25-lap final saw Jensen in the lead from the start, only to be passed by McLaren at the first corner. Jensen reversed the position on the $\frac{1}{4}$ mile back straight and was never again headed. McLaren kept his Cooper within a few seconds of the Maserati until the 18th

PARIS-MADRID IN UNDER A DAY BY 325 c.c. FRISKYSPORT

MR. JACK FREEMAN, of the Meadows Export Division, recently completed a time-checked trip from Paris to Madrid (Place Vendôme to Plaza Mayor) in 23 hours 22 minutes 15 seconds. He was driving alone in a standard model.

FERRARI, whose new 3-litre Testa Rossa version is shown here, cannot be considered as anything but favourites for the Constructors' Championship. The marque, with Collins and Hill, vanquished all opposition at Buenos Aires.

Whether or not the withdrawal of Officine Maserati from racing will halt the development of the 3-litre car remains to be seen. Nevertheless, the cars are fast, very fast; one of the problems will be drivers, for most of the former Maserati conductors will be engaged with other marques. At Le Mans, for instance, Moss and Behra will probably be with Aston Martin, and Fangio will not be available. Presumably Maserati entries will be from private stables, and even Masten Gregory will be engaged with Ecurie Ecosse. In the circumstances, the chances of Maserati in the championship stakes are none too rosy.

Now we come to Aston Martin, who have the greatest chance in the long history of the marque to halt the march of Ferrari. Fortunately Reg Parnell and John Wyer do not under-rate the Italians. They know that, as regards speed, they can match the Maranello products, and in respect of driver ability they also have men capable of defeating the pilots of the red cars. Moss, Brooks, Behra, Lewis-Evans, Salvadori—all can drive at the terrific speeds now essential in modern sports car racing. In regard to Le Mans, it is almost certain down Feltham way that the exact speed at what Le Mans will be won has been carefully calculated. Parnell's men will go to Sarthe with the full knowledge that a plan of campaign has been formed, and that it will be based on the supposition that cars will be even faster than the larger-capacity machines of 1957.

Readers may wonder why I have placed so much importance on Le Mans. The fact remains that from a prestige and publicity point of view, the 24 Hours Race still remains the most important, and I am certain that victory at Sarthe appeals to manufacturers far more than successes on other circuits. It is no

Sports Car Racing Prospects

With Special Reference to Le Mans

By GREGOR GRANT

BY now, manufacturers will have settled on what cars they will be using in the series counting towards the Constructor's Championship. With Buenos Aires settled as a Ferrari victory, Maranello have a good start for yet another championship. However, Sebring will be more open than was the Argentinian race, and the "Flying Horse" will have powerful opposition from the Jaguars of Ecurie Ecosse and Briggs Cunningham, Aston Martin, Lister and privately entered Maseratis, notably those of Temple Buell.

The smaller capacity categories should produce some pretty fierce battles featuring Porsche, Lotus, Cooper, Elva and Osca, whilst the series-production entries of A.C.-Bristol, Triumph and M.G.A may be concerned in the final destination of the manufacturers' team award.

Of all the car eligible for the World Championship, the 3-litre Ferrari would appear to be the most formidable, whether in its present Vee-12 form, or with the rumoured Vee-Six power unit. Speed and stamina it has in plenty, and it is definitely not a "one-circuit" type of car, being as efficient on a twisty course such as Nürburgring, or at Le Mans with its four-mile straight. It is reckoned to be, in Vee-12 form, as rapid as was the 1957 4.1-litre machine; it is also much more manageable in every way. Collins and Hill vanquished all opposition at Buenos Aires, and were followed home by a similar car driven by Von Trips and Gendebien. The last-named could be most dangerous opponents at Le Mans, leaving the "Grand Prix" motoring in the early stages at Le Mans to their more experienced and faster team-mates. For, no matter what lessons were to be learned in 1957, nothing short of a

miracle will prevent the opening two or so hours being run at the highest speeds possible. There is always the chance that cars will stand up to absolutely flat-out treatment, and few team managers would care to accept the responsibility of allowing rivals to build up a tremendous lead—which could quite well happen in the case of drivers of the calibre of Moss, Brooks, Collins, Hawthorn, Musso, Behra, Lewis-Evans and Co.

It is unlikely that the piston failure which assailed Ferrari in 1957 will re-occur; transmissions have been strengthened and it is said that the engine, even at the speeds possible on the Le Mans circuit, is always running well within its capabilities. With such a skilful team of drivers on call, Scuderia Ferrari cannot be regarded other than first favourites to lift the title.

JAGUAR and Ecurie Ecosse are also formidable challengers, with a string of Le Mans victories and superb preparation under Wilkie Wilkinson to back them. The 3-litre engine appears to have passed its tests with flying colours.





secret that David Brown has set his heart on winning "Les Vingt-Quatre Heures", just as David Murray will go all out to repeat his 1956 and 1957 victories.

None of the chiefs of the three makes mentioned can afford to under-rate Ecurie Ecosse and its Jaguars. The reliability and superb preparation of the cars under Wilkie Wilkinson is a by-word, and no one has been able to build a better car for Le Mans than the D-type Jaguar. The 3-litre engine has apparently passed its preliminary tests with flying colours, and Wilkie can be trusted to produce something out of the bag, which may well result in one of the blue Jaguars being even faster than any other vehicle at Le Mans. Fortunately Sir William Lyons realizes the prestige resulting in successes for his cars in non-works teams, and every possible technical assistance will be made available for both Murray and the Belgians.

It is true to say that the four makes mentioned will chiefly be concerned in top honours during the season, but one cannot overlook the dark horses such as Lister and Lotus. The Cambridge-built cars, with their D-type engines, are known to be exceptionally quick, and will definitely possess better handling characteristics than the solid-axle Jaguars on circuits other than Sarthe. Lotus, having built that shattering "750" which won the 1957 "Index", are perfectly capable of producing a larger-engine version of the Mark Eleven, with road-holding guaranteed by the adaptation of the ingenious "strut" rear suspension, and with a high maximum speed due to knowledgeable application of the science of aerodynamics. A "big" Lotus would not only be a formidable contender at Le Mans, but on any other circuit; in fact, with an engine of between 2- and

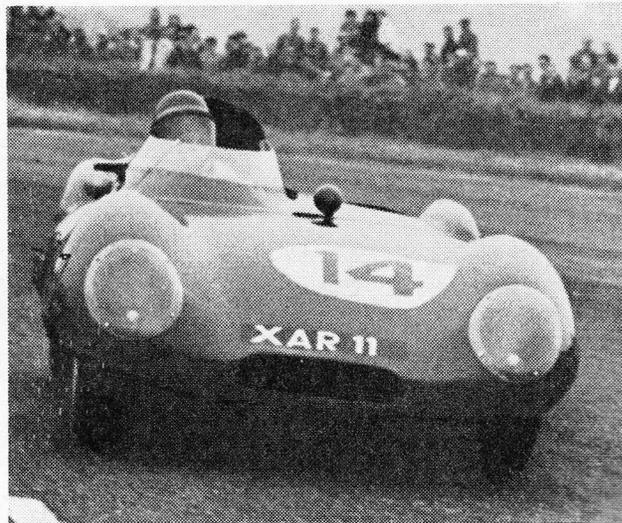
ELVA, whose latest model will compete at Sebring, is a "dark horse" which cannot be ignored. The car handles exceptionally well and is very fast. Illustrated is the 1,500 c.c. version. A 750 c.c. car is entered for Le Mans this year with the Index of Performance very much in mind.

2½-litres, such a machine could quite well win both the Grand Prix d'Endurance and the Index of Performance!

★

LOTUS, who lifted the "Index" from under the very noses of the French last year, have entered a 2.2-litre car for the 1958 Le Mans which may well defeat the "big boys" on this and other circuits.

★



FORSCHER performance, as seen in the hands of Moss and Behra already this year at Buenos Aires, is miraculous and even faster versions will shortly appear, fuel injection apparently raising the power output considerably.

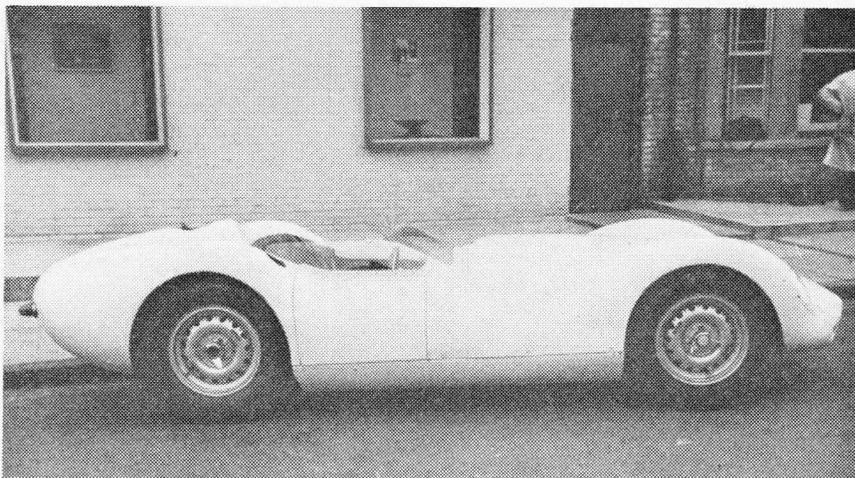
There is, of course, the question of drivers which must trouble Ecurie Ecosse, Lister and Lotus equally. David Murray is, of course, in the best position, not only having call on such experienced road-racing men as Ron Flockhart and Ivor Bueb, but also fast and reliable men such as Masten Gregory, Ninian Sanderson and Jock Lawrence. Presumably Archie Scott-Brown will, if he appears at Le Mans, be in a Lister, and Innes Ireland—latest Ecurie Ecosse recruit—has not had any Le Mans experience. Lotus have first-class drivers for the smaller capacity classes, but if a car capable of about three miles a minute is envisaged, then Chapman may have to think seriously in terms of experience. Very few drivers are capable of lapping at around 120 m.p.h. for sustained periods, which is essential for any degree of success at Le Mans.

Coming to the smaller cars, there is bound to be some hot rivalry with Porsche, Osca, Lotus, Elva and Cooper in the quest for honours. The German

LISTER, which established itself last year as one of Britain's fastest sports-racing cars, has already appeared in 1958 form. Fitted with the D-type engine the car is tremendously fast, with better handling qualities than the Jaguars on circuits other than Sarthe. Two cars have been entered for Le Mans.

car's performance at Buenos Aires, driven by Moss and Behra, was nothing short of miraculous, and even faster versions will shortly be introduced. It is said that the 1958 4-o.h.c. engine reacts favourably to petrol-injection, and that power-output has been increased accordingly. However, Coventry-Climax seem well on the way to achieving reliability with the 2-o.h.c. engine, which will provide the British makes with extremely raceworthy power-units. Osca's desmodromic-valve car has yet to show its full potentiality, but the sturdily built Italian machine must never be left out of the reckoning. Porsche are also experimenting with "desmo" valves and may be able to persuade Daimler-Benz to give them some help in this direction.

As regards the ultra-small-capacity cars, it is certain that the French will be all out to regain their "Index" at Le

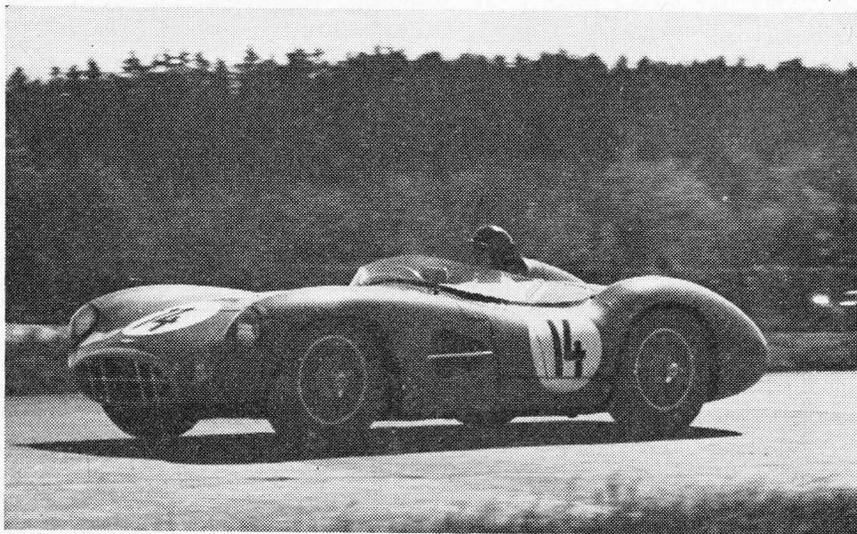


Mans, with cars either of Renault or Panhard origin. It is, however, quite

ASTON MARTIN have the greatest chance in their history to halt the march of Ferrari, can match the Italian speed but have not been lucky at Le Mans in recent years.

possible that like Elva, Cooper will have 750 c.c. Climax-powered cars, and obviously Lotus will not give the category the go-by. From Italy should come Fiat-Abarth and Stanguellini, but somehow or other the small red cars never seem to shine at Le Mans; the effort invariably appears to be somewhat half-hearted. As there is no 500 c.c. class, the two-stroke Berkeley will be unable to compete. Apart from DKW, the only two-cycle cars that have appeared at Le Mans since the war have been the Czech Aero-Minors.

So far I have dealt with sports-racing cars, but opportunity exists also for kudos with cars in the series-production category, such as Ace-Bristol, Triumph, M.G., Alfa Romeo, Frazer-Nash and a few others. It is indeed a pity that more emphasis could not be placed on these cars, by emulating the price-limit class in the Mille Miglia. The opportunity exists to do so, especially at Le Mans, Nürburgring and the Tourist Trophy. Interest in "Appendix J" cars grows each year, and although "Appendix C" vehicles are necessary to draw big crowds, there is also strong support for more normal road-equipped vehicles. Surely 2-litre cars that can lap Le Mans at well over 90 m.p.h. in near-standard form are well worth encouraging?



Kieft's Competition Plans

AMBITIOUS plans to give motor racing enthusiasts in general, and those in the Midlands in particular, tuning and specialist car building facilities have been made by the Kieft Sports Car Co., Ltd.

A new workshop has been opened in Bordesley Street, near the centre of Birmingham, but it is hoped shortly to move to larger premises on the outskirts of the city, on the Coventry side.

There it is intended to develop a service of preparing competition cars for a season on a contract basis, and also tuning high-performance sports cars.

Some scope of the work is indicated by that now being done at Bordesley Street. There a Formula 2 Lister, with an overhead-camshaft flat-four engine using double-knocker Norton cylinder heads and a Kieft camshaft is being built for Gilbert Baird of West Bromwich; Tony Marsh's twin-J.A.P.-Cooper has been fitted with an aluminium body;

and arrangements have been made to build the TMS series trial car, using the 1,172 c.c. Ford engine either tuned or untuned.

Two cars for road-work are well beyond the drawing-board stage. The first likely to be seen is a neat two-seater saloon using a B.M.C. 1,000 c.c. unit, with the Minor gearbox, rear axle and suspension, and in the £1,000 region (including purchase tax).

A slightly larger car—also in the Gran Turismo style—will be fitted with a Coventry-Climax engine, all-independent suspension, and possibly using the Volkswagen gearbox and differential assembly. Total cost is expected to be £1,750.

Considerable enthusiasm is being shown by Merrick W. Taylor, the general manager. Directors are Berwyn Baxter and E. M. Taylor.

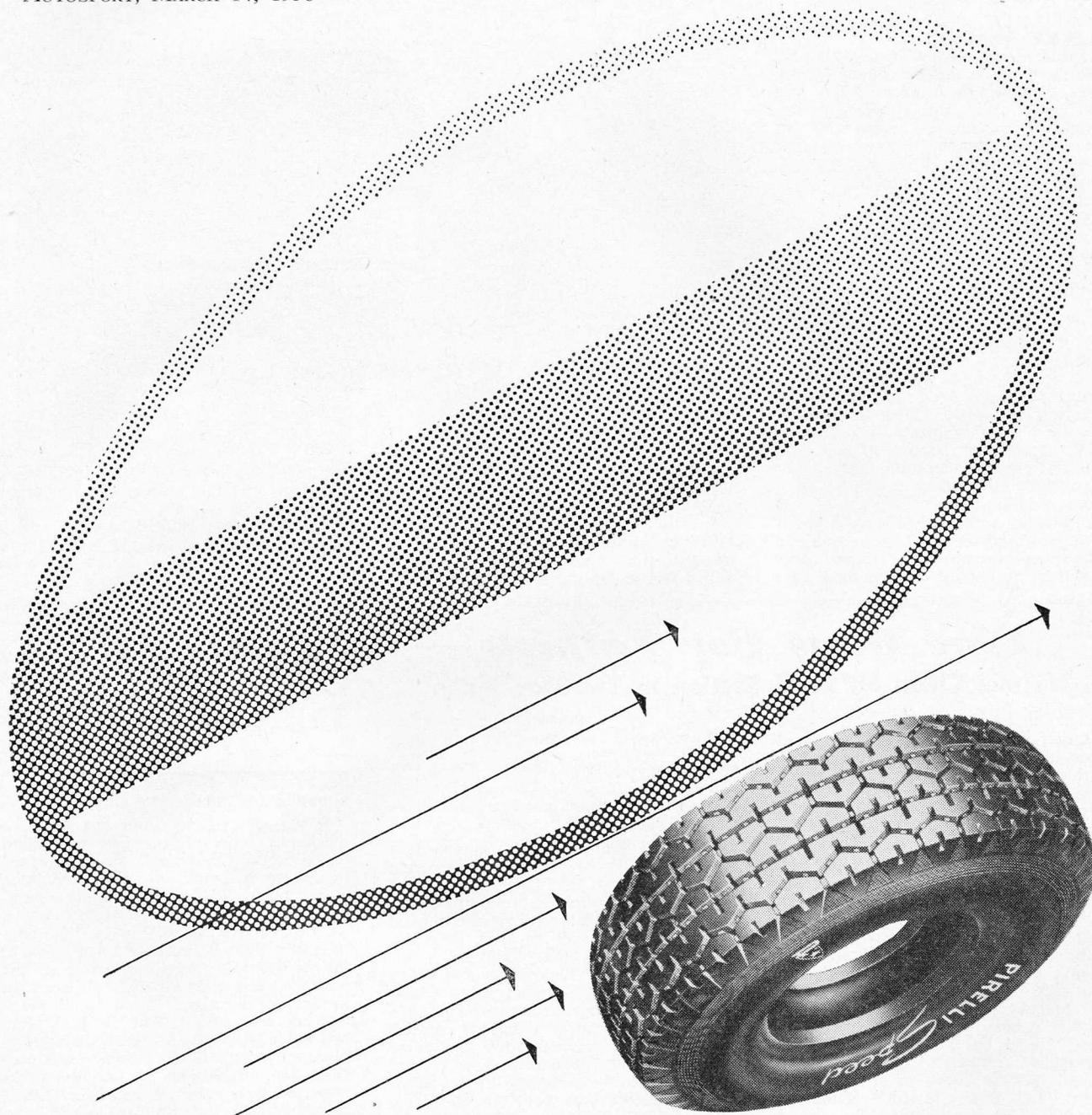
Merrick Taylor explained that it was not intended to run a Kieft Équipe,

although possibly a Kieft-Connaught sports car might be seen. The intention is to offer a comprehensive service for sports and racing car enthusiasts; and this would include transporter facilities to take cars to and from race meetings, service them there and look after them during the race.

"We have the regulations here in Birmingham for most meetings at home and abroad, and we are prepared to look after entry forms and all the detailed work for drivers," he said. They are, in fact, prepared to act as race managers for drivers.

A.A. APPOINTS NEW TECHNICAL CHIEF

MR. B. G. MEAKIN, A.M.I.M.I., A.M.Inst.A.A., has been appointed manager of the Automobile Association's Technical Department following the retirement of Mr. J. R. Kinsey, M.I.Mech.E., A.M.Inst.T., F.I.Arb., as chief engineer of the A.A., a post he had held since 1946.



BUILT TO MOTOR AT 2 MILES A MINUTE!

At between 85 and 120 m.p.h. tyres are subject to stresses of an entirely different order from those which operate at slower speeds.

The Pirelli Speed is a road tyre incorporating many of the tread and carcass characteristics which make Pirelli racing tyres so overwhelmingly successful. It withstands the high stresses and temperatures imposed by fast cornering and hard braking, and its tread pattern gives the optimum combination of long life and tenacious road holding.

Owners of sports cars and fast saloons will be well advised to fit Pirelli Speed tyres on all wheels at the earliest opportunity.

PIRELLI
Speed

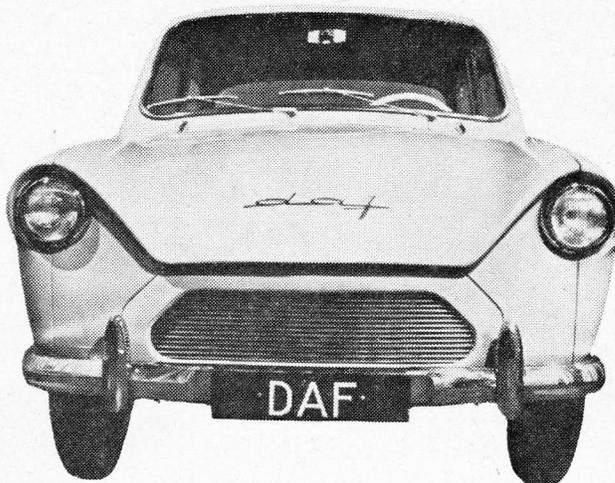
The D.A.F.—continued

the speed increase from 20 to 60 k.p.h., while the hand on the rev counter hardly moves, somewhere between 2,500 and 3,000 r.p.m. With this system it is impossible to over-rev the engine and this will certainly eliminate many guarantee claims! The car we drove was still disguised by a canvas tent, and looked like a delivery van. According to Mr. van Doorne, Jr., who accompanied me during the test, this was done to prevent traffic jams and accidents, caused by distracted road-users, who are still very curious to see their new national product on the road. This "camouflage" of course affected the speed of the car considerably, but nevertheless the speedo, which seemed to be accurate, showed 92 k.p.h. as top speed, which is 57 m.p.h.

There is ample room for driver and passengers. The rear bench is considerably wider than in many cars with an engine capacity of 50 to 100 per cent. more. But most remarkable is the capacity of the boot, which outclasses that of most medium cars.

Production is planned to start in about half a year, and the car I drove was one of the five prototypes built. Experiments are still being carried out on these cars

★
HEAD-ON view of the new light car shows a clean frontal area of attractive appearance.
★



and there are many problems yet to be solved before this car comes into regular production, and certainly some new ones will arise as soon as prototypes are taken over the border into mountainous countries. Possibly some minor modifications will have to be carried out, but as a

whole it feels like a sound product, which will most certainly have a great influence on the market, as the price of this two pedal controlled full four-seater, which every beginner will be able to handle in a minimum of time, is estimated to be well under £400.
M.G.

Fine Days For Falkirk

No one Clean on Road Section in Two-Day Rally

IN the midst of winter and rough weather the Falkirk and District Motor Club got two lovely spring days for their annual Two-Day Rally, which is one of the counters in the Scottish Rally Championship. From the start at Falkirk ice rink on the afternoon of 1st March till the finish at Leapark Hotel, Grangemouth, the sun shone high, and if Falkirk organization tended to creak a bit at times this was forgivable in view of the fact that there were some clever touches in the event while, thanks to the spirit of Falkirk officials, the occasion had a friendliness that is too often lacking in our sport these days. Bob Macpherson in his rapid little modified Anglia was a worthy Premier Award winner but he was hard pressed by Duggie Campbell (Anglia), who had the bad luck to check in at a dummy control, and Bob Crawford (Sunbeam Rapier), who was pipped by being booked for stopping within sight of a control and wishes that he had such lynx-eyed marshals for events staged by his own Dunfermline C.C.

Five road sections and two driving tests made up the first day's programme. In the first of the tests, a forward and reverse circuit plus a garage set in the ice rink car park, J. Drummond got his Mk. VII Jaguar in among the pylons and Allan Donald (Anglia) was a treat to watch. Allan Carlaw (Austin A35) was quick and A. Ponari (Triumph) did some dicy dirt tracking that was good fun. The road sections were of the detailed type and throughout the event there was very little variety in the delineation of the routes. One exception was the use of cross bearings plus map references in the second section and Scott Watson, navigating his Porsche for Jimmy Clark, had three goes before he got it right—piling up some mileage in doing so.

A free-wheeling test at Laigh Bradley

Results

Premier Award and under 1,500 c.c., closed: 1, R. D. Macpherson (Anglia); 2, D. N. Campbell (Anglia); 3, R. Crawford (Rapier). Closed Cars, over 1,500 c.c.: 1, A. J. J. Rodd (Jaguar 3.4); 2, D. Mercer (Morris Isis); Open Cars: 1, I. M. Cowan (M.G. TD); 2, R. Callander (TR2). Team Award: I. M. Cowan and R. Crawford.

saw Duggie Campbell burst a tyre right in the middle of the ongoings while everybody forgot that the safety lock of Jim Hughan's Dauphine came into operation when the ignition key is removed and he almost went through a hedge. The final section that took the entry through Moscow, Auchentiber and Dalry had a very crafty route direction which foxed most of the entry and all but six of them clocked in to a dummy control.

The Sunday sections took the entry from Largs to Grangemouth and there was some lovely motoring up by Mennock, Wanlockhead and the Leadhills. There was a deal of similarity in the route sheets but, before lunch, unwary navigators were trapped into entering a parking test control from the wrong direction. Even such experienced types as Sandy Morrison (M.G. TF) and Ken McLennan (Jaguar) fell for this one and there were sad faces at Abington. Immediately after lunch there was a favourite Falkirk gimmick, a section in which the driver does the navigation. The fairness of this one is always argued about but, no matter what your opinion may be, it sure helps to sort them out. Other two driving tests and five detailed sections took the entry via Coulter, Cobinshaw and Uphall to Grangemouth. Some of the sections were long and a bit dull but, if the driving test marshals had been used for route checks, we reckon there might have been some extra penalties on the results sheet.

Despite our gentle moans we enjoyed the Falkirk Club's Two-Day Rally and we still remember with affection a delightfully mad bit of routing which had

competitors going backwards and forwards over the same set of crossroads four times before they could approach the control from the correct direction. And despite the simplicity of most sections no one was clean on the road.

"AENEAS".

Shopping for Speed—continued

If you don't fancy your chances as a mechanic, however, the job is in good hands at the Chequers. An experienced machinist is employed, and any lathe work, heavy drilling or milling operations can be undertaken, while the firm delights in experimental work and one-off jobs: their enthusiasm takes them as far as being prepared to work all the week-end and even all night if necessary to see a job through.

Works manager is Mr. G. A. Upton, M.I.Mech.E., M.I.A.E., A.M.I.A.A., who spent 30 years with the Lanchester Motor Company, 15 of them as London works manager, and is chief inspector A.I.D. member of the Veteran Car Club. Under his personal supervision, repairs and restoration work on veteran and Edwardian cars is carried out; Francis Hutton-Stott's stable of Lanchesters and other makes is under the Chequers' care, while the firm holds one of the largest stocks in the world of spares for veteran and Edwardian Lanchesters.

A remarkable enterprise, the Chequers Speed Shop, and one which might well solve your problem.

So if it's maps or blowers you want, a tune-up or a complete overhaul or restoration job, you could do a lot worse than to go and see Mr. Eaglesfield. He's as keen as you are!

MARTYN WATKINS.

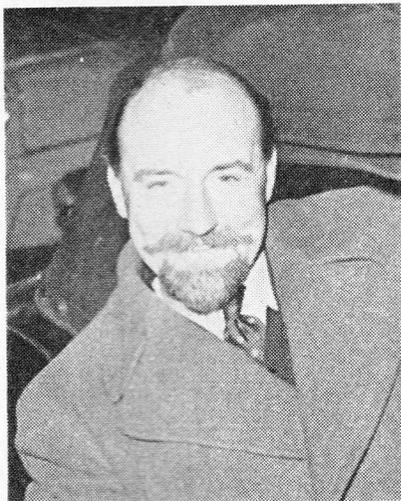
Recent Results

MALDEN & D.M.C.

March Hare Rally, 8th/9th March

1, P. G. Wadham/W. H. Wodham (first visitor), 820; 2, Mrs. A. Scott-Job/D. Scott-Job (first member), 1,160; 3, D. Seigle-Morris; 4, A. L. Page; 5, R. A. J. Shaw; 6, B. Odoni.

FAVOURITE TRANSPORT, finances permitting, is an Alfa Romeo. He is seen (right) during last year's Tulip Rally in a 1900 Alfa in which he secured sixth place overall and a class win.



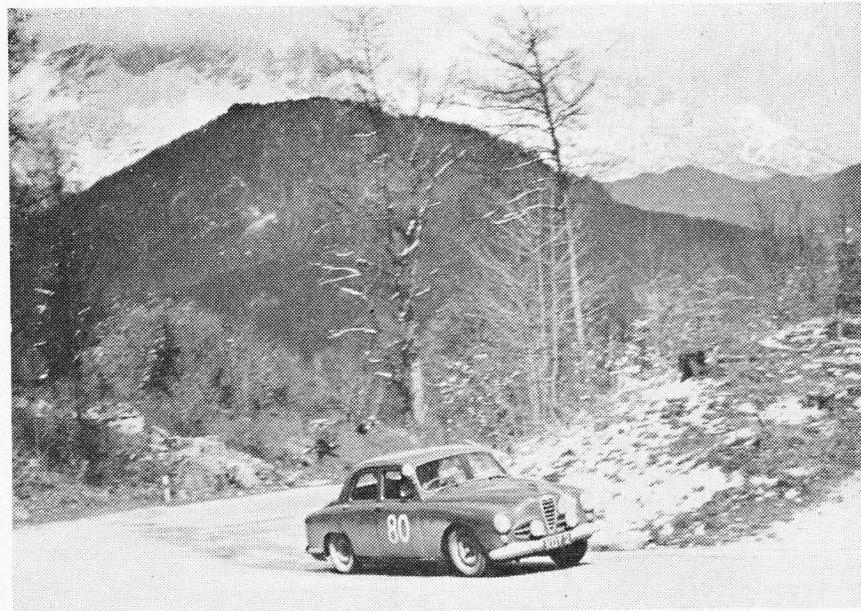
PENN PORTRAITS OF NORTHERN SPORTING PERSONALITIES

No. 43—JOHNNIE WALLWORK

IN January, in the "Monte", Johnnie Wallwork set the seal on his position as a member of the "top 10" World's Rally Exponents, by his fantastic drive in a works Standard Ten. Not only was he second in his class to the winning Dauphine, but was also second British competitor, first from Glasgow and 13th overall, this with a small, comparatively inexpensive British car!

Although he has competed, not without success, in all forms of motor sport barring G.P.s, Johnnie is far better known in the world of rallies and driving tests, starting in 1946 with a Standard 12 (a marque that to this day, with a few exceptions, retains his fidelity) with which he entered all the local events. Later that year, he built a special purely from Standard components. This little car was very pretty and went quickly, but was far too heavy for the steep grass slopes just coming into being in the trials of that era. Its best effort was the winning of the "Jeans" Gold Cup. From this car, Ken Rawlings evolved his own, much better known "Buttercup", whose performance caught the eye of Standard's Sir John Black and probably inspired the creation of the TR2 (singularly, John Wallwork, in the first TR2 released, won the 1954 R.A.C. Rally).

The years 1949 to 1953 saw in use a Standard Vanguard which was used for just about everything. Its wins included the Claxton, Morecambe, Yorkshire and was second in a production car race at Silverstone. In addition John sampled his first taste of Continental events by crewing in the Monte in Ford Pilots and Sunbeam-Talbots. Nineteen-fifty-three



saw a 2½-litre sports Lea-Francis in the stable. This was raced at Silverstone, Charterhall, etc., but with no great success. Nineteen-fifty-four and out came the first TR2. Outright wins in the R.A.C., the London, a second overall to Ian Appleyard's XK 120 and a class win in the Morecambe and both J. C. Wallwork and the new TR2 had arrived, and how!

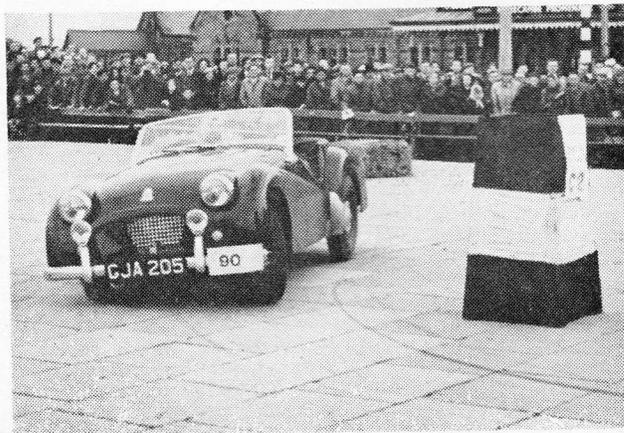
Nineteen-fifty-five brought the first works drive for Standards in the Monte with Jimmy Ray and a modified Ten. Result, a class third. Next came the Alpine for Daimlers, but after successfully averaging 87.8 for the Munich autobahn test with two inches of water on the road, a broken gearbox at Cortina put them out. Nineteen-fifty-six showed a class win in the R.A.C. with a modified Ten; second in both class and overall in the Tulip, and a member of the winning team, car on this occasion an Eight, unmodified! In the Tulip of 1957 Johnnie drove an Alfa Romeo 1900 and took a class win and was sixth overall.

In 1958 he entered the Monte Carlo with a modified Standard Ten. He finished 13th in general classification, second in class to the winning Dauphine, first from Glasgow and second highest placed British competitor. Being "quizzed", Johnnie Wallwork very modestly told the story: "We started

from Glasgow and found the opening stages extremely exciting, the Stranraer section giving promise of things to come, and at one stage we doubted if we would even get out of England. Across to France where we were late due to a hold up at Boulogne. This caused a mad dice to Montreuil, which really had to be seen to be believed with four and five cars abreast all the way, eight and 10 deep at speeds up to 80 m.p.h. on ice and snow. We had, at one time, 20 miles to go and 20 mins. left and made it with 3 mins. to spare.

"The same night, at four a.m., the worst blizzard started. We were already motoring on 10 to 12 ins. of snow, and this brought visibility down to some three or four feet. The set average of 37 m.p.h. called for speeds of 60 m.p.h. or more where possible. After some two hours of this I failed to take a left-hand turn, used an escape road and was rammed by Peter Bolton, who in turn was hit by Gordon Shanley. On getting out, I had to dive head first into a snowdrift to avoid sudden death by the arrival of Ronnie Adams, somewhat out of control!

"We finally managed to extricate ourselves by the use of chains on top of snow grips. Soon the road was blocked by four camions; passing these and a gaggle of competitors, who just sat and stared, was almost impossible and I just



FAVOURITE TRANSPORT when he can't afford an Alfa! This picture shows Johnnie in his TR2 at Morecambe where he won his class. This TR incidentally was the first one released.

STOUT STANDARD: *Johnnie Wallwork and his gallant little Standard 10 at the end of this year's arduous Monte. The car was rammed in a four-car mix-up just before Mentés, but they managed to arrive on time!*

don't know how we arrived at Mentés, still clean and on time! We were still clean after the next 1,000 miles, nearly as far as Grenoble with only 200 miles left, after successfully negotiating Dole, St. Claude and Chanbery sections, which the night before had crippled the Paris starters.

"At Grenoble, we dropped 21 marks through misdirection by the 'Gendarmerie'. We arrived safely and qualified for the Classification Test. In this I drove as fast as I could, went off the road once, but knew it was impossible to catch the very fast winning Renault because of its fantastic wheel adhesion, which I personally consider due to its special Michelin X tyres which were steel studded."

Johnnie Wallwork, born in 1914, is married to Muriel, who up to 1953 was his co-driver, navigator, etc., but after John had pranged the Leaf rather badly in that year, resulting in facial injury which now necessitates the wearing of a beard, they decided like "Royalty" to travel separately, especially as they have three children, all "nuts about the sport".

The war years were spent in reconditioning of W.D. vehicles, and in business he is boss of County Garages, Manchester, who specialize in the tuning of production cars with the accent on rallies. His hobbies are shooting, in particular match-work with both small and full-bore weapons. Favourite transport is a TR3 or, as and when he can afford it, an Alfa Romeo. Chosen circuit is Oulton Park and rally, the Tulip. In club work John has always taken an active part, firstly with the Lincs and Ches and now with the B.T.D.R.A.

This year of grace John is driving for Standards in the "Big Continental Do's" but hoped to use an Alfa for the R.A.C.; mainly to test an Italian car in an international event. His personal ambition is to win the European Rally Cham-



pionship (last year he was highest placed British competitor).

John Wallwork, asked for his suggestion for the improvement of our sport, naturally chose "rallies". It is "The immediate cessation of the running of such events during the hours of daylight, before there are serious repercussions on the sport, as the ordinary road users, if banded together, would have no difficulty as such, in effecting the complete banning of all forms of motor sport on the public roads."

Lastly, of course the incident questions. The funniest of which has a

moral. "On the Monte, driving very fast on ice, my co-driver, who had been asleep, woke and asked a question; in the fleeting moment finding the answer, I lost the car which finished with both rear wheels overhanging a considerable drop! Moral, don't take your mind off the road for a split second." Most disappointing: "At the 1956 R.A.C. Rally, when the baulk lines of one test at Gameston were not too clear, we overshoot, which cost us the whole rally, and the distance out was a matter of two inches with one wheel only!"

FRANCIS PENN.

Smoothing the Flow

GEORGE MANGOLETSI is a product of the North, where during the 1920s he was well known as a racing motor-cyclist—one of the select band of riders to exceed 100 m.p.h. on Southport sands. He was also well known as a sprint and hill-climb artist with a T.T. Lea-Francis, and as a rallyist. In company with the late Jack Harrop in one Monte Carlo Rally, he made the best performance in a British car (S.S. Jaguar). He has also been a veteran car owner and driver.

Today he has established a reputation as an inventor and experimental engineer, patenting as long ago as 1927 a system of desmodromic (positively closed) valve operation, not dissimilar to that which Mercedes-Benz use currently. During the war he patented carburettors designed for use with producer (gas-bag) gas and became the only official manufacturer of these instruments. Further developments in carburation fol-

A Visit To The G.M. Carburetter Co.

lowed after the war, mainly in connection with unusual fuels, and there was also a rare-type supercharger for diesel engines.

During the post-war petrol rationing period, George Mangoletsi patented the "G.M. Manifold Modifier"—a device which improved the atomization of fuel by the insertion of venturi incorporating an air bleed, arranged so as to deflect the fully atomized mixture towards the centre of the choke tube instead of collecting on the manifold walls in liquid form. Over 100,000 of these devices have been sold all over the world.

The latest development is the complete modification of the existing manifold, particularly in the case of the quantity produced car, and your Northern Editor recently visited the small but well-equipped factory of the G.M. Carburetter Co., Ltd., at Knutsford, to see what it was all about.

The Mangoletsi manifold incorporates the re-atomizing venturi at the ports themselves and apart from the accurate centralizing of the bores, so that they fit the ports without "steps", they are internally machined and the bends smoothed out and polished. The whole object of the design is to obviate liquid petrol clinging to the manifold walls, as happens with an orthodox component, resulting in imperfect and uneven carburation. Manifold "hot-spots" are often used to this end, but these tend to expend the ingoing air and reduce the density of the mixture, with consequent loss of potential power. The Mangoletsi manifold is claimed to give easier starting, better idling and acceleration, greater flexibility and lower fuel consumption.

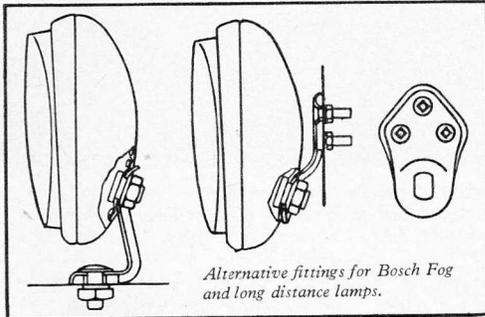
Exchange units are available for most popular makes of car at prices from £5 17s. 6d. and full details are obtainable from the G.M. Carburetter Co., Ltd., Cranford Works, Malt Street, Knutsford, Cheshire.

FRANCIS PENN.

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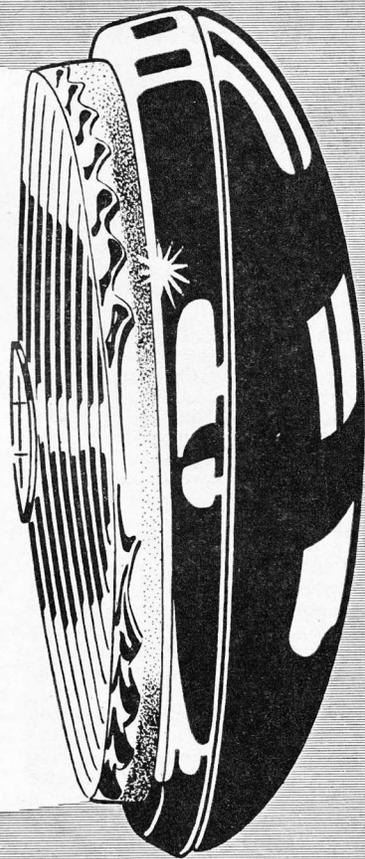
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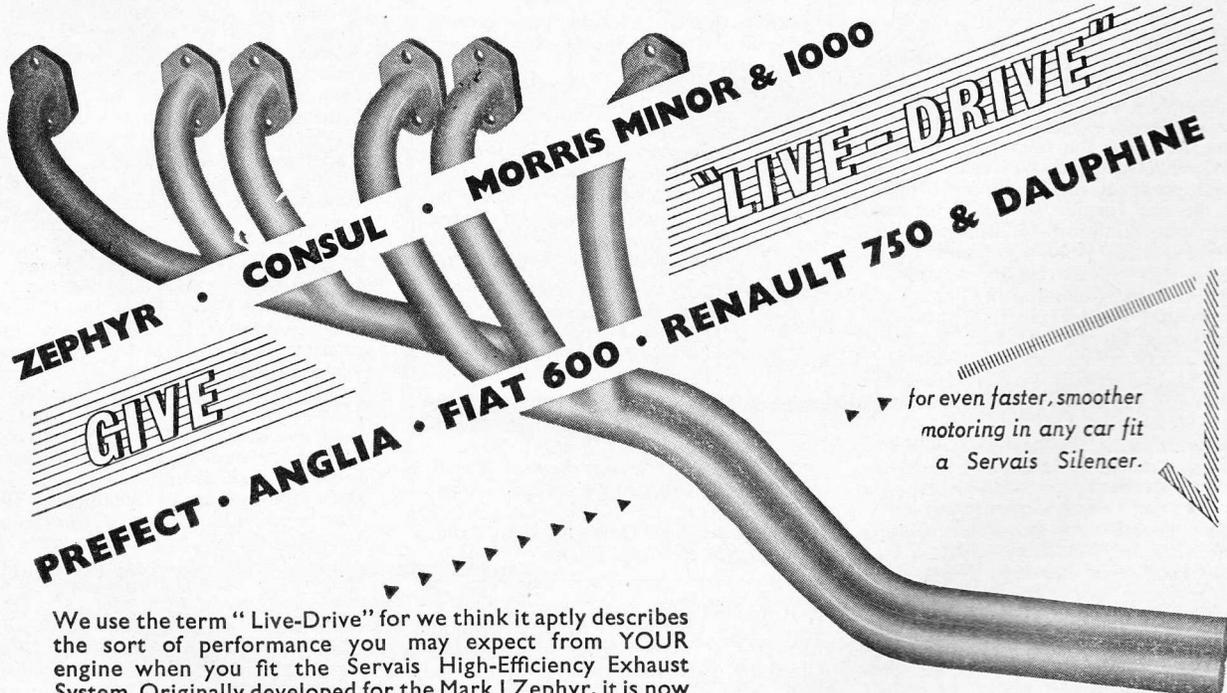


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Club News

By MARTYN WATKINS

IT really is astonishing how optimistic the British motorist is, when you come to think of it. Every year he catches colds, 'flu or chilblains; wishes his car had a heater and curses the cold. Yet every year he is caught out by Jack Frost.

Every evening he thinks to himself, "It won't freeze tonight" and off he goes to the fireside. If it freezes, he joins the merry ranks of those with trouble, big trouble—cracks in the block, bursts in the rad. and so on.

Take last week-end when, after several days of comparative warmth, down came the temperature and the snow. Making a business trip on Sunday morning it was really remarkable in the space of only a few miles to see how many cars there were standing motionless and hidden by clouds of steam, or with motor- ing association patrolmen lying under the front end and fiddling with core plugs and so on. From the other point of view, the number of lamp-posts and so on with drunken lists was an eye- opener, too!

There must, I suppose, be a reason why the Englishman refuses to believe that it gets cold over here, but no one seems to know it. There are two short answers to the problem: pour in the appropriate amount of anti-freeze—and if you're going to do that it is well worth while spending the extra on a commercially prepared type rather than shoving in a few pints of meth., although we won't go into the reasons here—or draining out the coolant if the other way costs too much. And if the latter method is too much trouble, think your self lucky you don't have a 5½-gallon cooling system, which is what my car has!

I SEE that what used to be the northern branch of the Fiat 500/600 Club has now set up as a club in its own right, calling itself the Fiat Car Club and catering, now, for the owners of all Fiat models. The decision to form a new club was made at the beginning of this month at the former branch's general meeting. In addition to normal club activities in the way of competitive motoring and social events a special technical section is being set up for members who may be interested in improvements, tuning for performance, and so on, for which advice will be available. A club magazine will be circulated to members and car badges will, it is hoped, be available shortly.

First meeting of the new club will be a social and dance to be held at Thorney Hall, near Newark, on 12th April, to which all Fiat owners are being cordially welcomed. All enquiries should be sent to the Secretary, Fiat C.C., Thorney Hall, near Newark, Notts.

REGULATIONS are now available from Mrs. H. H. Crawley, of Rozel, Harrietsham, Maidstone, Kent, for the London M.C.'s Little Rally on 12th April. Entries close on 29th March and the event is closed. . . . Fiat 500/600 Club holds its dinner/dance at the



WINTER MOTORING! C. Russell's Hillman Minx enters what was, judging by his speed, an unexpected hazard in Worcestershire during the Jaguar Apprentices M.C. recent night rally.

Aldwych Brasserie on 22nd March at 7 p.m. . . . Supplementary regs. are available for the Wirral 100 M.C. sprint at Rhydymwyn, near Mold, on 29th by the Midland A.C., takes place on

Coming Attractions

March 15th. R.A.C. International Rally Driving Tests, Hastings Promenade. Start, 10 a.m.

March 16th. Yorkshire S.C.C. 4/44 Trial, Municipal Car Park, Ilkley, Yorks. Start, 10.30 a.m.

Morgan 4/4 Club Driving Tests, Defford Aerodrome, near Pershore, Worcs.

March 22nd. Florida International 12 Hours Sports Car Race, Sebring.

Sunbac Colmore Trophy Trial, Broadway, Worcs. Start, 9.30 a.m.

March 23rd. Tunbridge Wells M.C. Sprint, Brands Hatch, near Farningham, Kent. Start, 12.30 p.m.

West Essex C.C. National Speed Trial, Snetterton, near Thetford, Norfolk. Start, 10.30 a.m.

March 29th. B.A.R.C. Race Meeting, Mallory Park, near Hinckley, Leics. Start, 2 p.m.

Wirral 100 M.C. Sprint, Rhydymwyn. Start, 12.30.

March 30th. Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

Jaguar D.C. Sprint, Brands Hatch, near Farningham, Kent. Start, 1 p.m.

London M.C. Coventry Cup Trial, Aston Clinton, Bucks.

March. Invited clubs are B.R.S.C.C., B.A.R.C., Liverpool M.C., Bolton-le-Moors C.C., Bugatti O.C., Lancs and Cheshire C.C., Blackpool and Fylde M.C., and Lancashire A.C. Entries go to T. Woodworth, 62 Hawthorn Road, Little Sutton, Wirral, by 19th March. . . . The Birmingham Post national rally, run

25th-26th April, starting in Birmingham and finishing near Droitwich. The route covers about 400 miles. Entries go to the Midland A.C., 4 Vicarage Road, Birmingham, 15, and closing date is 3rd April. . . . Forces M.C. (London Group) holds a rally on 15th March, starting from the Bull Inn, Chelsham, at 6 p.m. O.S. Map sheet 171 will be needed. . . . Next event for the north-west centre of the M.G.C.C. is the Cockshoot Cup rally on 29th-30th March. Invited clubs are Lancs and Cheshire C.C., Bolton-le-Moors C.C., Congleton and D.M.C., Sheffield and Hallamshire C.C., B.A.R.C., Wirral 100 M.C., Manchester University M.C. and North Midland M.C. Entries should go to Norman Quick, 660 Chester Road, Manchester, 16, by 21st March. . . . West Hants and Dorset C.C. hold the Hartnell Cup trial for standard cars, a closed event, on 23rd March. Entries close on 18th March and go to H. H. White, 45 Springfield Crescent, Parkstone, Poole, Dorset. . . . A closed driving test meeting is to be held by Romford E.C.C. on 30th March, entries closing on 27th March. Secretary of the event is M. A. Pratt, 57 Squirrels Heath Road, Harold Wood, Essex. Also lined up for this club is the "most glorious All Fools' Hunt" on 12th April. . . . Lothian C.C. (Edinburgh) holds a restricted sprint—first for some time—at Winfield aerodrome, Berwicks, on 20th April. It is open to all Scottish club members and to Darlington M.C. and Newcastle and D.M.C. Entries close on 16th April and go to T. B. Weller, 47A George Street, Edinburgh, 2. . . . Jaguar D.C. holds a sprint meeting at Brands Hatch on 30th March, closed to members driving S.S. cars and Jaguars. Regs. are available from K. H. Logan, 64 The Broadway, West Ealing, London, W.13. Entries close on 18th March. . . . Alvis O.C. (south-eastern section) holds its Chiltern rally on 23rd March, starting from Aldenham (on the Watford by-pass) at 10.30 a.m. The section annual general meeting is at the "Duke of York", Great West Road, Brentford, at

More Club News on page 346

Canadian International Rally Reviewed

RESULTS of the British Empire Motor Club's Winter Rally are now available and as we guessed when writing our report of the event, Montreal starters took the bulk of the awards including the premier, the first three places and club team prize. The winners, Gary Ross and Graham Locke, Volvo-mounted, lost only 16 points in all and most of those were dropped at Dorion control almost within sight of Montreal and home. Whereas the winners were three minutes early through the notorious Mont Laurier section, Les Stanley and Les Chelminski in their Karmann-Ghia and Keith Ross with Lloyd Brown in the other Montreal Volvo acquired the bulk of their penalty points at Mont Laurier for lateness.

Because of the diabolical weather conditions experienced en route by the Toronto starters, the placings of the winning works team of Hillmans were particularly creditable: Ray Carter and Jack Craven finishing fifth overall, Don Fedeski and Al Smith seventh, and Geo. Blanc and Geo. Reid ninth overall. Indeed, the first two crews also collected second class awards to boot.

While no private teams finished intact, the club team award went to the Montreal M.G. Car Club by a long margin over all other teams as it consisted of the Ross Brothers Volvos, first and third, and fourth car home a Minor 1000 driven by Ross de St. Croix and

Denis Johnson. Quite a mixture for a one make club! However, that is surely a healthy sign of the sport in the Montreal region. In all 60 cars were officially classed as finishers and not 54 as we reported earlier.

Now that the clamour has subsided and it is possible to view the whole affair in a more detached light, there is no doubt of the excellence of "Bemcees" organization, so more is the pity therefore that results could not have been available sooner. Frankly it does not matter much to a journal like AUTOSPORT because the "bods" who read it are always interested, but when the "lay Press" and radio take a big interest in an event, they tend to look upon no results as an anti-climax. Except for a few American drivers, the event was only international in name, which is unfortunate and, while we doubt if European participation would ever be justified because of the distances and the difficulties in going so far, certainly the rally deserves greater American participation. From a European viewpoint, the preponderance of imported cars over Detroit products in the entry lists (approximately 14/1) has a profound effect on the attitude of the North American motorist to "them little imported jobs", particularly when they look at the awards lists.

If "Bemcee" did a fine job of organizing the 1958 version of the

Winter Rally, the competitors performed what to European eyes was an almost herculean task of driving in the thing and lesser hearts would have quailed at the prospect of snow, ice, blizzard and what-have-you. This Canadian game calls for stout hearts as well as driving ability. The will to keep on digging out of snow drift after snow drift when the thermometer is hovering around zero Fahr. and one is tired, hungry and far from anywhere, shows that these boys have what it takes. However, it is our guess that "Bemcee" will take a hard look at average speeds before the 1959 event is planned and, despite the remote possibility that, as last year, the weather might not "act-up" during the rally, averages will be a mite more reasonable in '59. It is our hope too that, if reporting that event, we will be given some clue to the route beforehand. J. O'D.

Results

First Class Award: Ross/Locke (Montreal) (Volvo).

Second Class Awards: Chelminski/Stanley (Montreal) (VW-Ghia), Ross/Brown (Montreal) (Volvo), de St. Croix/Johnson (Montreal) (Morris), Carter/Craven (Toronto) (Hillman), Carette/Hillman (Montreal) (M.G.A.), Fedeski/Smith (Toronto) (Hillman).

Club Team Prize: Montreal M.G. Car Club: Ross/Locke, Ross/Brown (Volvos); de St. Croix/Johnson (Morris). 12 teams started, 1 finished.

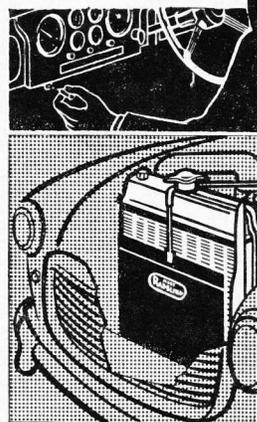
Manufacturers' Team Prize: 1. Rootes Motors, Ltd. (Hillman Minx); 2. British Motors, Ltd. (DKW); 3. Standard Motor Co. (Triumph TR3). **Private Team Prize:** No finishers. Overall 146 starters, 60 finishers.

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UP PERISCOPE! A. Carlaw's navigator makes sure he can see what's going on during a test in the Falkirk M.C. two-day rally.

Club News—continued

8 p.m. on 1st April. . . . **Liverpool M.C.** has published regulations for its closed driving test meeting on 7th April, entries closing on 2nd April and going to E. Laughton, 7-11 Norton Street, Liverpool. . . . **Cavendish C.C.** holds a film show on 16th March at 3 p.m. at the Premier Picture House (how quaint), Vincent Street, Macclesfield. . . . **Sheffield and Hallamshire M.C.** holds its annual general meeting at the Station Hotel, Beauchief, Sheffield, on 28th March, starting at 7.30 p.m. . . . South-eastern centre of the **B.A.R.C.** holds its fourth annual closed rally on 12th-13th April, starting from Eastbourne and London with a finish at Lydd Airport. Entries close on 8th April and secretary of the rally is J. C. Checkley, "St. Moritz", Church Street, Willingdon, Eastbourne. The London start, by the way, is from the Steering Wheel Club in Brick Street—really, one can't help wondering . . . ! Half an hour before closing time, too! . . . Regulations are available from P. L. Glaister, 759 Belmont Road, Bolton, for a national rally driving tests meeting to be held at Blackpool on 13th April by **Bolton-le-Moors C.C.** Entries close finally on 5th April, although it won't cost you so much if you get 'em in before 29th March: Mr. Glaister is the secretary. . . . The Annual Quiz Competition between **Herts County Aero Club** and the **North London Enthusiasts** is being held at the Water Splash Hotel, London Colney, on Thursday, 20th March. . . . The next event to be run by the **Billericay M.C.** will be a Dye Rally on 23rd March.

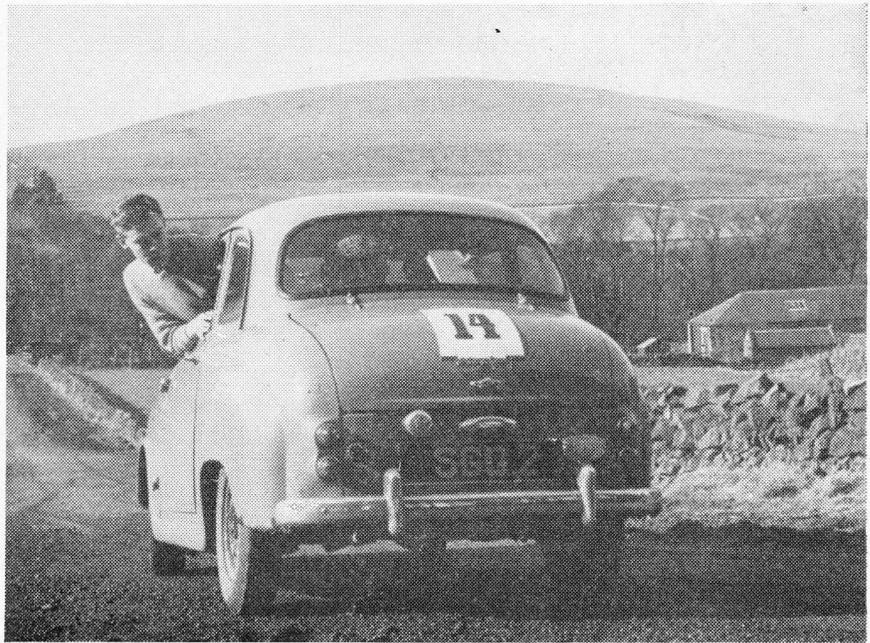
SUNBEAM-TALBOT OWNERS' RALLY

SOME 50 Sunbeam-Talbot car owners converge on Folkestone for the Folkestone and Kentish Trial of the London branch of the Sunbeam-Talbot Owners' Club on 16th March. Starting at 8.30 a.m. from The Good Companions, Sanderstead, Surrey, competitors will be despatched at one minute intervals along the 160-mile course. This course will be divided into two sections—the morning section finishing at Folkestone where, after a luncheon break at the Grand Hotel, a series of driving tests will be carried out, and the afternoon section terminating at The Tudor House, London Road, Bearsted, near Maidstone, followed by tea and presentation of awards.

The Mayor of Folkestone (Councillor Leopold Victor Fowler, C.C.) will open the driving tests on the Marine Parade, Folkestone, at 1.45 p.m. These tests include a miniature of this year's Monte Carlo Rally manoeuvring test, and also a hill test involving a halt half-way, on the steep 1 in 8 climb of the Road of Remembrance. (A section of the Marine Parade will be closed for some six hours and the Road of Remembrance for approximately one hour to enable these trials to be held.)

EAST SURREY M.C. "MARTINI RALLY"

THIS event has now been over-subscribed and the 120th entry was received on Tuesday, 4th March.



JAGUAR APPRENTICES' M.C.

ON the night of 28th February/1st March, the J.A.M.C. held its most ambitious event to date, a 230-mile night rally.

Of the 50 competitors who started from the Jaguar works at 9.30 p.m., only three competitors completed the course correctly and 13 more reached the final control at Wootton Wawen within the official time limit on Saturday morning.

After the two driving tests, the first navigation section covered some 45 miles, looping south of Birmingham to the Clent Hills, where many competitors lost marks. There followed a main road section, crossing the Severn at Holt Fleet. The second loop of the rally started from Abberley and proceeded along narrow lanes through Doddenham, Whitbourne, Shelsley Walsh, and Pensax Common, to Clows Top where fuel was available. A hilly section finally took competitors to Brown Clee Hill, where there was a 45-minute halt. In this area fog and snow were encountered.

The second section started northwards, passing east of Much Wenlock and then looping south again to keep west of the Severn. A tricky section through the Wyre Forest led to a fairly easy route to the finish, rendered more difficult by two deep fords near Himbleton. The rally ended at Glebe House, Wootton Wawen, at 8 a.m., although competitors were arriving up to 2½ hours later!

Results

1, W. Needham/G. Robson (Fiat 1100); 2, R. Beaty/B. Walker/W. Large (Sunbeam Rapier); 3, T. Crisp/M. Crisp/P. Murnane (Mays-Ford Zodiac); 4, R. Stephens/A. Palmer/B. Delves (Minor 1000); 5, P. Smart/R. Hailey (M.G. TC); 6, R. Berry/A. Currie (Triumph TR2); 7, J. McLay (Minor 1000). **Team Award:** Beaty, Crisp, Stephens. **Driving Test Award:** R. Berry (TR2).

HARROW RALLY AND TESTS

MOST of the 60 entries for the Harrow C.C.'s annual restricted rally during the week-end suffered a rude shock fairly soon after the start.

For after an afternoon that was at least fine if not actually warm, they

found themselves plunged into a snow-storm that covered the roads with a deep layer within a quite unhealthy short period of time. As a result, many were the dented cars which appeared at the finish at London Airport on Sunday, while most crews had some sort of a story to tell.

It says much for their skill, however, that no one was hurt in the many incidents: wildest story going the rounds the next day was of one crew whose car smashed through an oak-paling fence to come to rest overhanging a fairly steep embankment: what made matters even more uncomfortable was the train which was passing at the bottom of the bank!

However, the only damage was to a bumper—apart from the fence, of course.

The rally route took competitors from the Peggy Bedford Hotel, near London Airport, over a route of roughly 260 miles through Surrey and Hampshire. Only a handful of entrants did not start.

Following the rally were the annual driving tests at Heston, which had 23 entries. Main object of the combination was to entice people into doing the rally overnight and finish off with the driving tests the following morning, although either could be entered separately. This scheme did not succeed to any great extent, though, and most competitors preferred to put all their eggs into one of the two baskets available, so to speak.

In spite of the fact that Heston Aerodrome was a sheet of thick ice in the early morning, later becoming an unpleasant slushy mess, all competitors displayed a high standard of control over their cars. Six tests were laid out, some of them requiring a great deal of study—and there were high penalties for not doing the tests correctly!

M. B. W.

Results

Triplex Trophy: M. J. Crabtree (VW). **Paul Fowler Trophy:** V. Lovatt (Austin). **First Class Awards:** E. W. Freeman, D. H. Wilson-Spratt. **Second Class Award:** P. F. Brown. **Team Award:** H.C.C. (Lovatt, Wilson-Spratt, K. Teasdale). **Driving Test. Class 1:** S. M. Actman. **First Class Award:** K. W. Barrow. **Class 2:** G. P. Godenir. **Class 3:** G. J. Butcher. **Class 4:** L. T. Cornish.

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(Continued overleaf)

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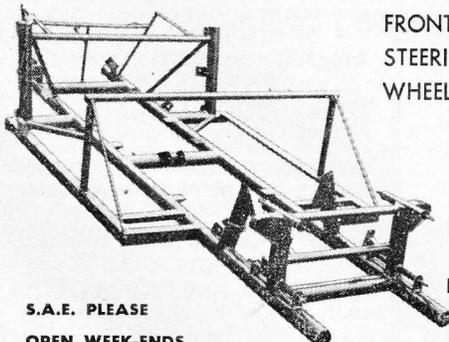
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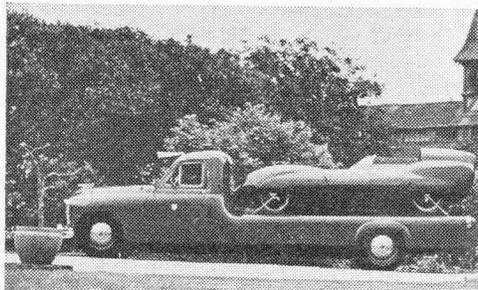
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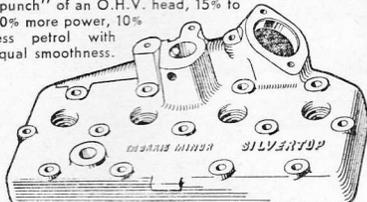
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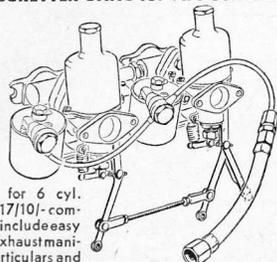
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DELLOW DISTRIBUTORS.—The Gordon Garage, Ltd., 33-35 East Dulwich Road, London, S.E.22. Showrooms, 8-10 Lordship Lane, S.E.22. NEW Cross 2456.

FORD

ADLARDS MOTORS, LTD., Acre Lane, S.W.2. Main Ford Distributors. Consult us for delivery of all Ford models. Overseas Residents' inquiries welcomed.—Export Dept., BRI 6431-2-3-4-5-6 (see also Allard used cars).

GOGGOMOBIL

CONNAUGHT ENGINEERING, England's largest distributors.—Connaught Engineering, Portsmouth Road, Send, Surrey. Tel.: Ripley 3122.

GOGGOMOBIL, LTD., Sole U.K. Concessionaires, 93-95 Old Brompton Road, London, S.W.7. KNI 7705.

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IMMEDIATE DELIVERY of 1958 models.—Lockhart's, 12-16 Chiltern Road, Dunstable. Telephone 114.

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TURNER 950 c.c. sports cars, immediate delivery. Distributors for South, South-East England and South London.—Windmill Garage, Worthing Road, Rustington, Sussex. Rustington 2347.

Letter from America...

Cucamonga, California.
Jan. 20, 1958.

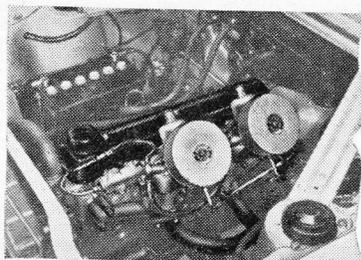
Dear Sirs,

Bolt-on goodies for the Zodiac arrived beautifully packaged, and have been installed. Have driven the car 600 miles and am well pleased. The Shock absorbers give the car much better riding and driving qualities. The motor runs much smoother and quicker, not to mention the pep and zip under the hood now.

Wish to thank you Gentlemen very much for the engineering of this fine piece of equipment.

Yours truly
K. M. H.

(original in our files)



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POST THIS OFF RIGHT AWAY!

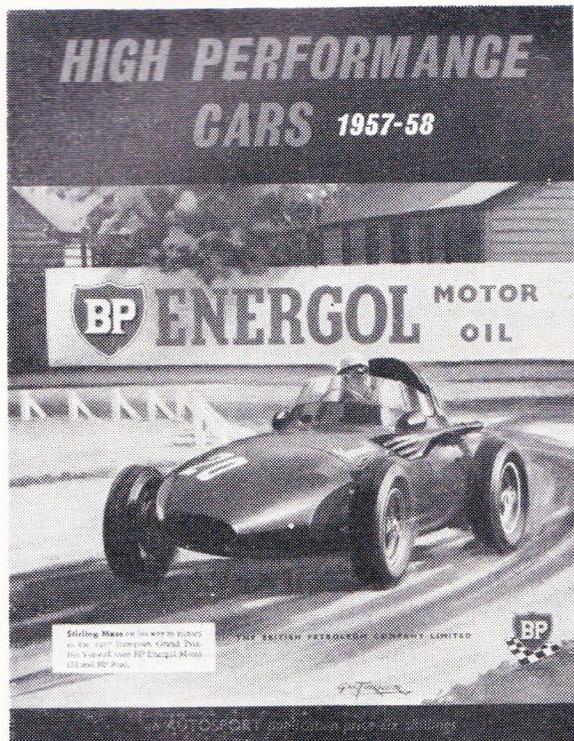
Please send me—without obligation—the illustrated booklet telling all about the Army Emergency Reserve.

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HIGH PERFORMANCE CARS 1957-58

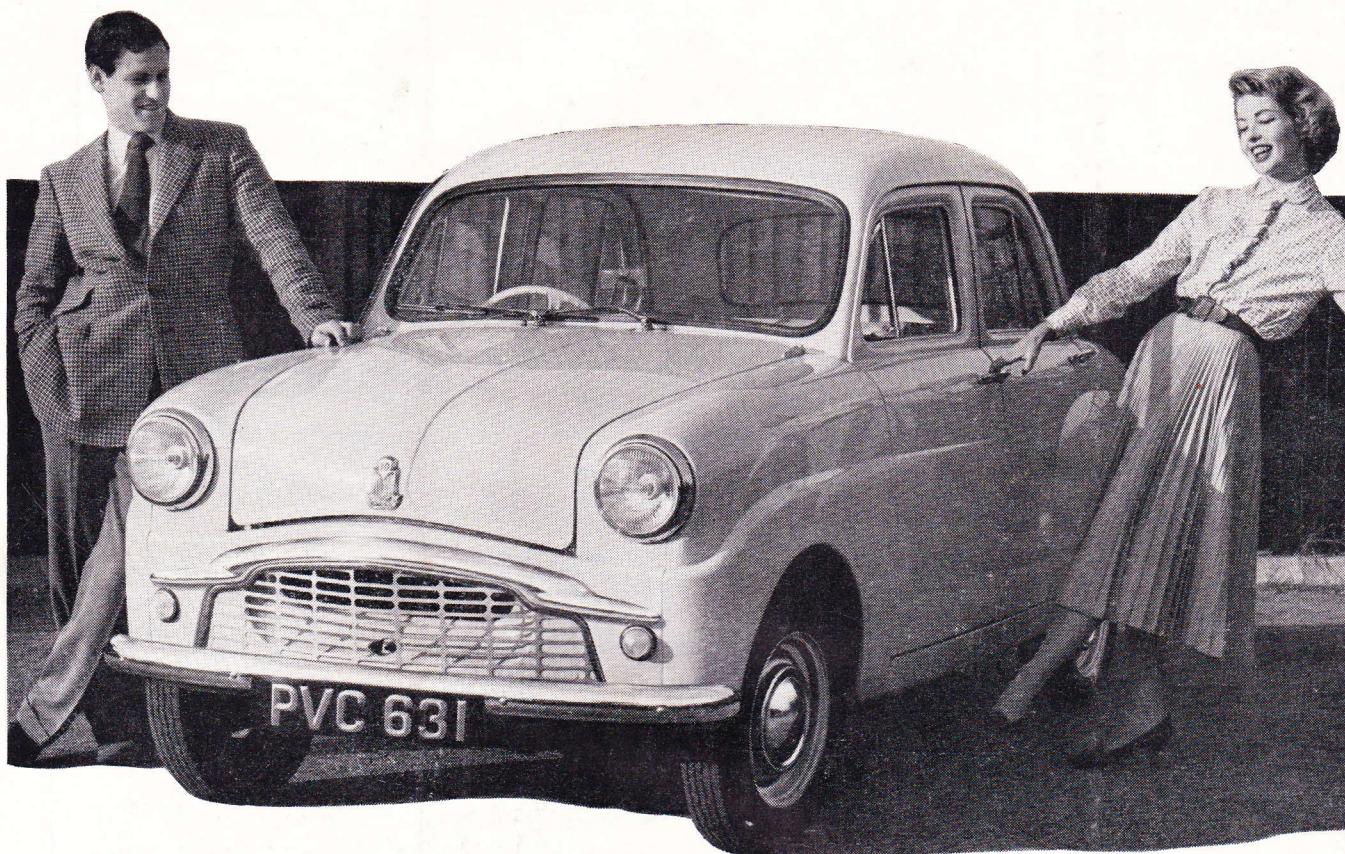
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Published October 16th, 1957

AUTOSPORT

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