

AUTOSPORT

MARCH 21, 1958

1/6

EVERY FRIDAY
Vol. 16 No. 12

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

R.A.C. RALLY - FULL REPORT AND PICTURES
1958 GENEVA SALON : NEW JAGUAR XK 150S

the **NEW** $1\frac{1}{2}$ litre
SUNBEAM RAPIER

R.A.C.  **RALLY**
OUTRIGHT WINNER

DRIVERS — PETER HARPER — DR. E. W. DEANE

1ST IN CLASS **III** (1301-1600 cc)

DRIVERS — PETER HARPER — DR. E. W. DEANE

2ND LADIES TROPHY
 Miss Mary Handley Page. Mrs. Lola Grounds

2ND TEAM AWARD
 Peter Harper. Peter Jopp
 Miss Mary Handley Page



A product of

ROOTES MOTORS LTD

Sunbeam-Talbot Ltd., Coventry. London Showrooms and Export Div: Rootes Ltd., Devonshire House, Piccadilly, London W.1

SHELL

sweeps the board

R.A.C. RALLY

GENERAL CLASSIFICATION

- * 1st Sunbeam Rapier, Peter Harper, Dr. E. W. Deane.
- * 2nd Standard Pennant, R. A. Gouldbourn, S. Turner.
- * 3rd Standard Pennant, T. A. Gold, W. Cave.
- 4th Morris Minor, Miss P. Moss, Miss A. Wisdom.
(DRIVING FOR THE OFFICIAL B.M.C. TEAM)
- * 6th Standard 10, C. Corbishley, P. Simister.

TEAM PRIZE

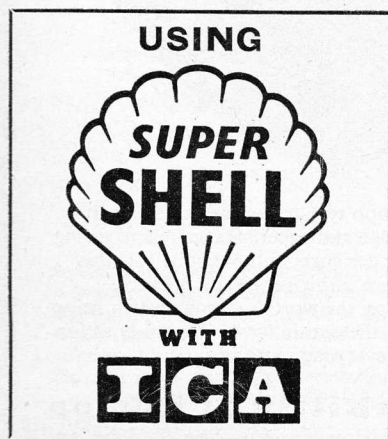
- * Standard, Gouldbourn, Gold, Hopkirk.

LADIES' PRIZE

Morris Minor, Miss Moss, Miss Wisdom.

(Subject to official confirmation)

* ALSO USING SHELL X100 MOTOR OIL



DUNLOP

Success* in the R.A.C. RALLY

GENERAL CLASSIFICATION

1st

P. Harper

Sunbeam Rapier

2nd

R. A. Gouldbourn

Standard Pennant

3rd

T. A. Gold

Standard Pennant

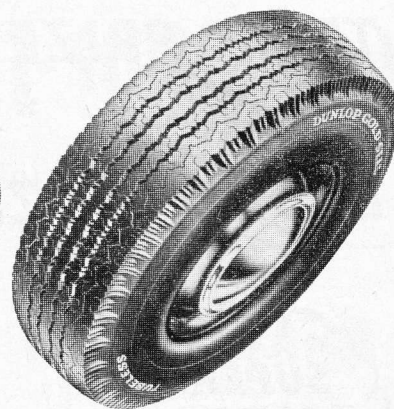
TEAM PRIZE

STANDARD PENNANT

ALSO TEN

CLASS AWARDS

(Subject to official confirmation)



All Dunlop tyres owe a great deal to the knowledge and experience gained in racing by their designers and builders. It is this experience of high-speed competitive driving on the world's circuits which helps to build the durability of Dunlop tyres for normal everyday motoring.

*Further proof that they build **durability** at Dunlop

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Vol. 16 No. 12

March 21, 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

WON ON THE ROAD

FAR from being the gentle tour round Great Britain, with tests to decide the eventual awards, the R.A.C. Rally sorted out the entire entry, with not a single crew keeping a clean sheet on the road. Victory has often eluded Peter Harper, but with his co-driver Dr. Deane, the new 1½-litre Sunbeam Rapier proved conclusively that it is all that it was cracked up to be. Driven by its brilliant rally specialist, the little car came through the most ferocious conditions that a British International rally has ever experienced, and never missed a beat. This atones for Harper's comparative disappointment after the "Monte", and is yet another feather in the cap of that superb rally planner, Norman Garrad.

As regards the rally itself, there were the usual grumbles by competitors who, through no fault of their own, were held up by other cars. This is the luck of the draw; it is not always practical to re-route, because often, when such things happen, other crews have already gone through and it would be grossly unfair to eliminate sections which have been reached. There is one point, however, which seems to call for a great deal of reorganization. The regulations stated that if a control were missed out altogether, crews would be penalized a total of 300 marks. Therefore many crews decided to by-pass certain controls, realizing that by so doing, they might receive lighter penalties than would have occurred if they had steadily built up lateness. So we had the anomaly of entrants clocking in at every control, in addition to passage controls, and then finding themselves down many thousands of marks—just for attempting to do the rally according to the book. This does not seem right; in practically every International rally, failure to register at a time control, or often even a passage control, means exclusion—unless, of course, the organizers decide to scrub out a control or controls if the road conditions make progress impossible. The R.A.C. should either increase the penalty for missing out controls, or follow the accepted practice of exclusion. A further serious criticism is that the whole nature of the event was quite contrary to what competitors had been led to expect. All the advance publicity indicated that this was a serious attempt to attract foreign entries, and therefore the accent would be on the speed tests, without the complex night navigation of yore. In the event, the navigation was almost as complex as ever, with the added exasperation that many competitors had not come prepared for it—including the sole true "foreign" entrant, A. P. Kilden of Sweden, who found himself at a hopeless disadvantage compared to those fly British crews, who hadn't believed a word the R.A.C. had said.

OUR COVER PICTURE

DAWN breaks over mid-Wales as competitors in the R.A.C. International Rally press on over packed snow on a main road section. The arctic conditions brought the downfall of many competitors while roads were found treacherous all over the northern sections of the route. Pictured are A. C. Westwood (Standard) and Peter Jopp (Sunbeam Rapier).



STANDARD PENNANTS WIN TEAM AWARD

Congratulations to

R. A. GOULDBOURN
S. TURNER

T. A. GOLD
W. CAVE

P. B. HOPKIRK
J. S. SCOTT

who comprised the winning Standard Pennant Team

Special Series Production Touring Cars up to 1,300 c.c.

1st

**STANDARD
PENNANT**

R. A. Gouldbourn, S. Turner

2nd

**STANDARD
PENNANT**

T. A. Gold, W. Cave

3rd

**STANDARD
TEN**

C. Corbishley, P. Simister

Standard Cars were also placed 2nd, 3rd and 6th in the General Classification.

Of the Blackpool starters Standard Cars won 1st, 2nd and 3rd places.

(Above results subject to confirmation)



**Once again
STANDARD CARS
FOR RELIABILITY**



ARCHIE SCOTT-BROWN will be driving a new Lister-Jaguar in the British Empire Trophy on 12th April.

NORMAN GARRAD is leaving to go to Africa for three weeks to look after a Hillman Minx team in the Coronation Safari.

SNETTERTON race meeting on 29th June will include two qualifying heats for the AUTOSPORT Series Production Car Championship.

JIMMY CAPRARA, who handles many of Fangio's affairs in Great Britain, reckons that the World Champion would be most happy to drive a Vanwall in certain *grandes épreuves*.

MOST impressive in the R.A.C. Rally were the "Babes", Daphne Freeman and Pat Bassett, 21 and 19 years old respectively. They brought their Rapier into fourth place in the "Coupe des Dames" category.

A RECORD crowd is expected at Spa-Francorchamps for the Belgian Grand Prix, with thousands of people in the country for the big Brussels exhibition. The Vanwall team will be there.

DURING the last London Motor Show, American racing driver Jay Chamberlain, Cliff Allison, Keith Hall and Ron Richardson were discussing the present day design in crash helmets. From this discussion it was mainly agreed that the American space-type helmet offered the best protection to the head in the event of a crash.

The result was that Keith placed an order for one of this type. Imagine his surprise when it was delivered, to find the package marked "Fragile—do not use hooks".

PRE-RALLY discussion at the scrutineering for the R.A.C. event. Annie Soisbault talks to J. Noaille, assistant racing manager of Shell-France.

WINNERS take time out for a meal at the Ferodo factory control during the R.A.C. Rally. L. to r. are Dr. Bill Deane, Peter Harper, Brian Turll of Shell and Tommy Sopwith.

FOR the first time Aston Martins will be using B.P. fuels and lubricants in international events this year.

NEW CAR FOR BRANDS

MAKING its first appearance at Brands Hatch on Easter Monday is the new Dolphin-Climax, designed and built by E. V. Waddington and G. F. Dark, of Dagenham. Waddington has previously raced a Staride-J.A.P. at Brands and the Dolphin is due to run for the first time this week-end.

The car has a tubular chassis of original design and uses, in addition to the Coventry Climax power unit, a modified Austin gearbox. Suspension uses swing axles at the rear and wishbones with coil springs at the front. Girling disc brakes are fitted.

Body is of glassfibre and is similar in appearance to the Lotus Club model. The 1,100 c.c. race at Brands will be its first competition outing.

RALLYE TOURAINE-NORMANDIE

Cousten/Hebert (Alfa Giulietta) Win Classification and "Index"; A.C.-Bristols Fourth, Fifth and Sixth

THE 1st Rally Touraine-Normandie organized by the A.C.O., and regarded as a curtain-raiser for the "Lyon-Charbonnières", was won outright by Cousten/Hebert (Alfa Romeo) from the formidable Porsche crew of Storez and Buchet. A.C.-Bristols put up a magnificent show, cars of that make finishing fourth, fifth and sixth. The over 2-litre class went to an Aston Martin.

Results

1. Cousten/Hebert (Alfa Giulietta SV)
2. Storez/Buchet (Porsche Speedster)
3. Slotine/Gawain (Porsche)
4. Py/Pelletey (A.C.-Bristol)
5. Rambaux/Coves (A.C.-Bristol)
6. Pradel/Pradon (A.C.-Bristol)
7. Lampre/Clenet (D.B.-Panhard).

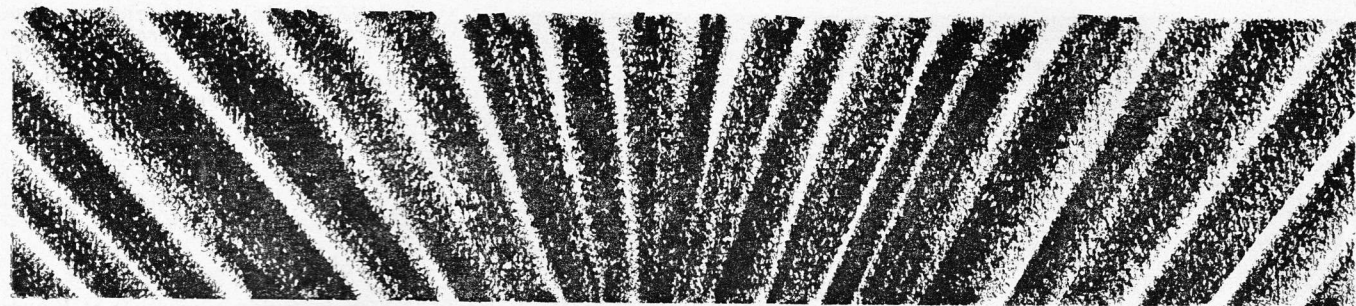
PIT and PADDOCK

DON TRUMAN, who retired from racing just over a year ago, is to make a comeback this season. He will be the official "works" driver for the Darlaston, Staffs, nut and bolt firm of Martin Winn & Co., Ltd., who have just purchased a Formula 3 racing car.

NANCY MITCHELL and Joan Johns have scratched from the "Lyon-Charbonnières" following their accident in the R.A.C. Rally. Nancy spoke to us on the telephone, and although very sore around the ribs, otherwise feels perfectly O.K.

THE John Coombs Racing Organization will be looked after this season by Basil Putt, now fully recovered from his eye operation following a smash in the Argentine in 1956. Roy Salvadori has been released by Aston Martin and Coopers to drive for John Coombs in certain events this season.





B.M.C. *SUCCESSES*

R.A.C. RALLY

LADIES' AWARD

1st MORRIS MINOR 1000

Driven by Miss Pat Moss and Miss Ann Wisdom

GENERAL CLASSIFICATION

4th MORRIS MINOR 1000 MISS P. MOSS

5th MORRIS MINOR 1000 W. H. WADHAM

8th RILEY 1.5 Litre B. A. T. CLARK

CLASS I (Up to 1,000 c.c.)

1st MORRIS MINOR 1000 MISS P. MOSS

2nd MORRIS MINOR 1000 W. H. WADHAM

3rd AUSTIN A35 D. BARKER

CLASS III (1,301-1,600 c.c.)

2nd RILEY 1.5 Litre B. A. T. CLARK • **3rd RILEY 1.5 Litre** K. N. LEE



Subject to official confirmation



THE BRITISH MOTOR CORPORATION LIMITED

SPORTS NEWS

CAR RADIO RALLY

COMMENCING on 25th June, the 1958 Car Radio Rally is being organized by the Southern and Western sections of the Royal Dutch Automobile Club and the Automobile Club of the Grand Duchy of Luxembourg. The Bugatti O.C. have been asked to assist with the organization of the London starting point. Other starting points will be Luxembourg, Amsterdam, Bonn, Brussels and Paris. The rally will cover a distance of some 750 miles, finishing at Luxembourg.

The route of this rally is secret and instead of using route cards, all instructions will be given over the car radio via Radio Luxembourg! Competitors may choose their own starting point, and at a given moment, instructions will be given over the radio.

In addition to the hazards of navigation and time-keeping, etc., there will be a series of regularity tests, particularly in the more difficult and mountainous parts of the route.

For the past seven years the Dutch motor sport calendar has included a Radio Rally and last year there were about 400 competitors, proof of its popularity! The committee hope to hold this rally annually and hope that it will soon take its place in the half dozen most important European rallies.

Regulations will shortly be available and anyone interested should apply to P. J. J. Jacobs, General Administrative Secretary, I.A.R., Vestdijk 8, Eindhoven, Netherlands.

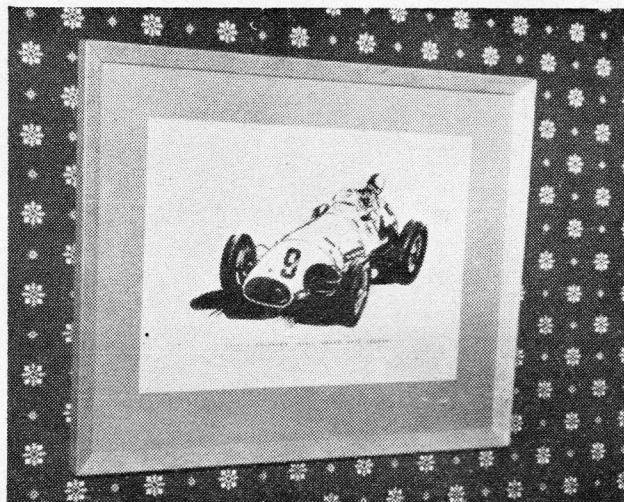
NEW DUNLOP TYRE

DUNLOP's new Gold Seal tyre is now available for the first time on the replacement market. The Gold Seal represents an important development in the design of standard tyres. The pattern has five ribs separated by zig-zag grooves. There is a narrow centre rib to give flexibility at the tread centre and wide side ribs with castellated knife cuts and blending hooked blades on each side. The intermediate ribs are broken up by a series of "dog-leg" cuts. Advantages claimed for the tyre include a marked improvement in grip when cornering, accelerating and braking; freedom from irregular wear; longer pattern life; and greater riding comfort. It can be supplied either in tubeless or with tube and with black or white sidewalls.



INTRICATE tread pattern is a feature of the new Dunlop Gold Seal tyre.

FRAMED black-and-white prints of racing cars are being produced by Grand Prix Galleries and marketed by Motor Books, 41-42 Parliament Street, London, S.W.1. In well-made frames, size 16 x 13 ins. with plywood backs, they are attractively mounted on a variety of coloured backgrounds, and cost £2 2s. each. The first in the series is of the 1952 F1 Ferrari.



INTERNATIONAL SCOTTISH RALLY 26th to 30th May, 1958

THIS year the rally will be centred at Grantown-on-Spey and the route will embrace the historic and beautiful districts of the North and West Highlands. Intending entrants are reminded that there is no night section this year, and the several tests will be varied and practical, designed to give equal opportunities to all entrants. A new feature is the inclusion of a special class for the owner of the extra light type of car (having four wheels and a reverse gear).

Apart from the usual prizes awarded to the various class winners, the new "Weir Trophy" presented to the Club by the President, Viscount Weir of Eastwood, will be awarded to the competitor with the highest number of marks in the general results. This trophy will be held

by the winner for one year and a replica will be issued to each successful holder. Closing date for entries is Monday, 28th April, 1958.

Copies of the Regulations and Entry Forms may be had on application to the Secretary, Mr. A. K. Stevenson, Royal Scottish Automobile Club, Blythswood Square, Glasgow, C.2.

A.C. RACING TEAM

KEN RUDD has formed a team of A.C. Bristols for racing within the Appendix J in England and on the Continent and is intending to enter the AUTOSPORT Championship.

Ken Rudd is the secretary and Mike Thorburn the team manager, and the drivers are to be Michael Anthony, Bob Jennings, Ken Rudd, Don Levy, Ted Whiteaway, Geoffrey Kemp and Howard Jones (American).

SOUTH AFRICA'S NEW "DART"

THE following are the available technical details of the GSM "Dart" sports car, to be produced in Cape Town at the rate of one per week by the Glassport Motor Co. (Pty.), Ltd.:—

Engine: Ford 1,172 c.c., unmodified. Gearbox: Ford 3-speed. Final ratio: 4.429 to 1. Chassis: Large diameter, heavy gauge steel tubing "moulded into" body. Suspension: Front-Ball joint, transverse leaf springs; torsional stabilizer bar incorporated in lower wishbone, telescopic, hydraulic shock absorbers. Rear-Parallel trailing links with A-bracket and coil springs; telescopic, hydraulic shock absorbers. Central location by two Panhard rods. Footbrake: Hydraulic Girling with two leading shoes. Dimensions: Front track, 4 ft.; rear track, 3 ft. 11½ ins.; overall length, 12 ft. 1 in.; width, 5 ft. 0½ in.; height, 3 ft. 10 ins. (highest point of hardtop); ground clearance, 6 ins. Weight, 1,090 lb. Tyre size: 5.60 x 13 ins.

The body is made of fibreglass reinforced Polyester resin bounded with similarly reinforced Epoxide resin; curved, laminated, shatter-proof windscreen; removable hardtop available with sliding windows; foam rubber bucket seats with leather upholstery.

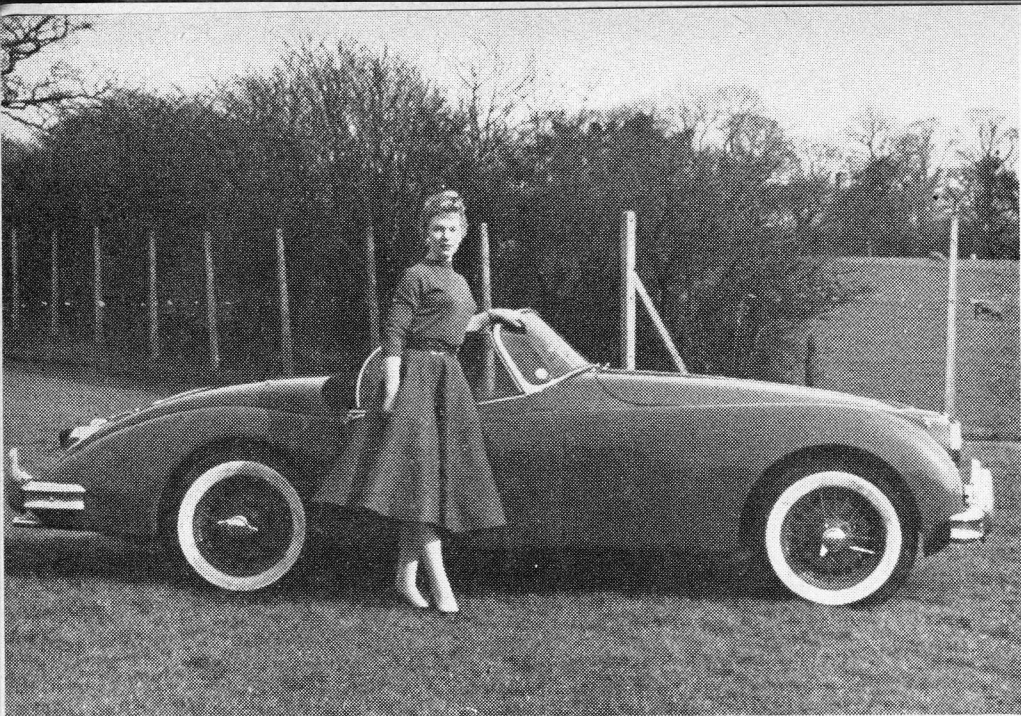
An exciting array of extra equipment is offered, much of it of the mouth-watering variety Union enthusiasts have been dreaming of for years. Owners can get the Willment O.H. conversion in 55 or 68 b.h.p. forms, the Laycock-de-Normanville overdrive, various sets of close ratio gears and twin S.U. carbs. and manifold. But Glassport, with two racing drivers as directors, believe that the above extras will still not be sufficient for certain avid, sporting customers. So they are offering, for the

purposes of competition outings, the 1,100 c.c. Coventry Climax motor, in two stages of tune, and the 1,500 c.c. unit of the same make. Apart from the two "1,100" racers brought out, and sold here by the Kiwi Equipe, I know of only one other car in this part of the world with a Coventry Climax engine—the 1,100 c.c. Speedy Engineering Special. So these "hottest" "Darts" will really be something to watch. They will be fitted with a suitable four-speed box and 9-in. disc brakes of unstated manufacture. A fibreglass tonneau cover with small wrap-around screen completes the picture.

As for future plans Glassport state that if their cars are still in demand after a year, they will treble their output. The exportation of G.S.M.s to the other countries in the southern hemisphere would be the next consideration. Competition plans include as many as possible of the major meetings here. Two prototypes were raced in the False Bay "100" in January, and one lapped the M.G.As in the event, despite the fact that the latter were granted an advantage of 4 secs. per lap over the local jobs. The race was over 30 laps and the "Dart" was in the hands of W. R. Meissner, a veritable expert of the particular course. The makers do not state what degree of tuning the prototypes have. Thirty-three m.p.g. was the rather astonishing figure for race day. The price of the standard model has been fixed (in Cape Town) at £765, with removable hardtop.

N. R. WHITEHEAD.

LOW, SLEEK lines of the new open XK 150S are shown to advantage in this picture, with one of Jaguar's employees acting as model.



adjustable, and are of generous width. The mohair hood is fitted with an unbreakable wide-view rear window; when not in use, the hood unit is stowed out of sight behind the seats. As can be seen, the frontal aspect is rather similar to the 3.4-litre car, with no extras in the way of built-in fog lamps. Right- or left-hand steering can be specified, but the majority of the cars now coming off the assembly line in the rebuilt factory are, in fact, left-hand drive.

It is obvious that this highly desirable piece of machinery has been developed from Jaguar's very considerable racing experience. Although it has all the appeal of an out-and-out sports car, with performance to match, Sir William Lyons's idea is to combine its sporting

JAGUARS INTRODUCE THE XK 150S

250 b.h.p. for Luxurious Grand Touring Two-seater; Export Only for Some Time to Come; Wind-up Windows a Feature

DELAYED in production owing to the disastrous fire, the XK 150 is now coming off the line, once again to make the "trinity" of coupé, convertible and open two-seater models. The car is a logical development of the ultra-successful XK 120 which set new standards of performance, appearance and price when it was introduced in 1949, making the U.S.A. Jaguar-conscious.

The open car comes in three distinct forms, namely standard, special equipment and "S", with power-outputs of 190, 210 and 250 b.h.p. respectively. In the first two cases, twin SU carburettors and 8 to 1 compression ratio are employed. Three types of transmission are available for the special equipment model; manual, Laycock de Normanville overdrive, and Borg-Warner fully automatic. The "S" can be supplied only with overdrive. The special equipment car has a B-type cylinder-head, twin SU H.D.6 carburettors, single pair pad disc brakes with servo assistance, knock-off wire wheels, dual exhaust system and windscreen washers.

The "S" is a really high-performance G.T. machine, with greatly increased power output and torque. Its special cylinder-head is known as the "straight port" head, and follows the traditional Jaguar design as originated by the brilliant engine specialist, Harry Weslake, embodying the patented design of curved ports combined with venturi entry. Although the ports are still curved, they have been straightened out somewhat resulting in improved filling at the top end. A completely new induction pipe is employed, built up in three sections, each of which feeds two cylinders from three separate 2 in. SU carburettors. The design is such that the inlet tracts are of equal length, ensuring equivalent ram effect at each valve.

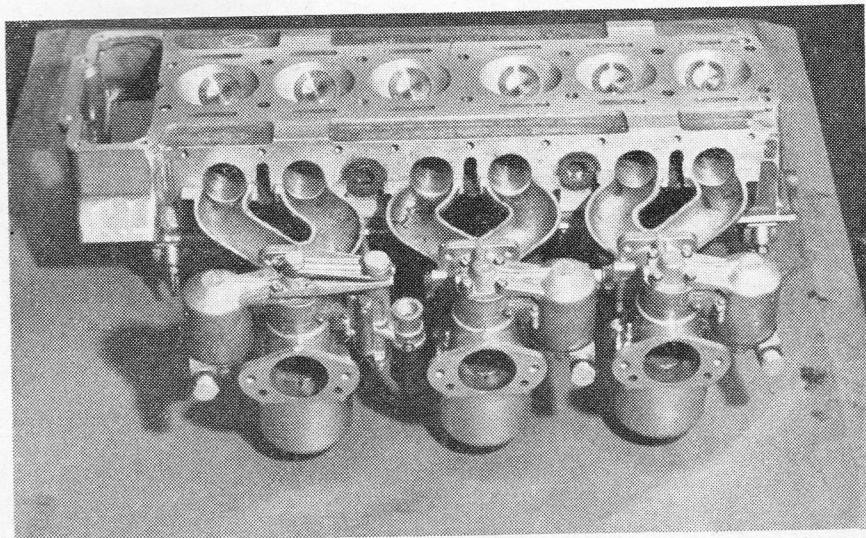
On the intake side of the carburettors are specially shaped trumpets which also help to extend the effective length of the inlet passages; the air-silencer is fitted with a steel mesh flame-trap. By utilizing this new "S" head, torque has been

increased in the higher speed ranges, which not only supplies added "punch" to the car, but enables full advantage to be taken of the overdrive unit during acceleration.

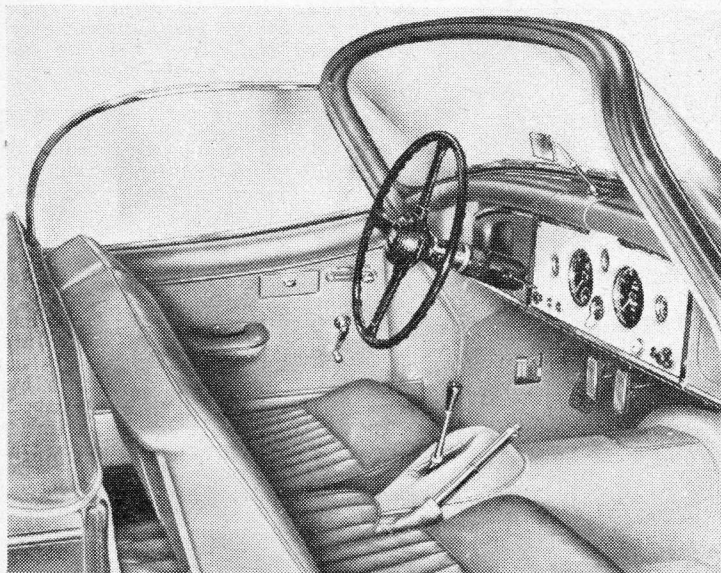
A 9 to 1 compression ratio is used, and the torque figures are 240 lb./ft. at 5,500 r.p.m. Lead-bronze bearings are fitted, a stronger clutch assembly is used, and the brake system has the latest quick-change disc pads as originally used on the road-racing D-type. Gear ratios are 12.18, 7.16, 4.95 and 4.09 to 1 (3.19 to 1 overdrive).

As can be seen from the photographs, a new wrap-around screen is fitted, and the wind-up glass windows are shaped to follow the body contour. The car shown was finished in a striking bright red, with black leather upholstery and hood fabric. The seats are individually

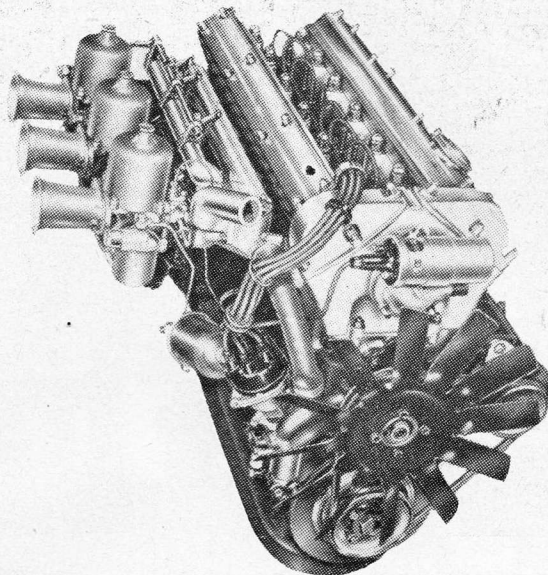
OPEN WIDE! With the bonnet raised, engine accessibility (right) is very good.



HEAD-GEAR: The Weslake-designed six-port head is served by three SU carburettors. This sectioned specimen is, of course, inverted.



COCKPIT layout (above) has the familiar Jaguar "air of quality". At first only left-hand drive examples are being built—for export. The 3½-litre 2-o.h.c. engine (above, right) is seen here in the specially developed form for this car. In spite of its performance, its usefulness as a touring car is unimpaired (right).



be the fastest of all Jaguars other than the purely road-racing C and D types, and the short-lived XK SS which is apparently not to be produced. At a

price of \$5,000, it offers real value for money. No prices have yet been fixed in the U.K., and no price is, as yet, quoted for the standard XK 150.

characteristics with smoothness and a degree of comfort not always found on open cars. It will make an instant appeal to those who have waited for a genuine open version of the XK 150, and as a high-speed cruising car, it must surely

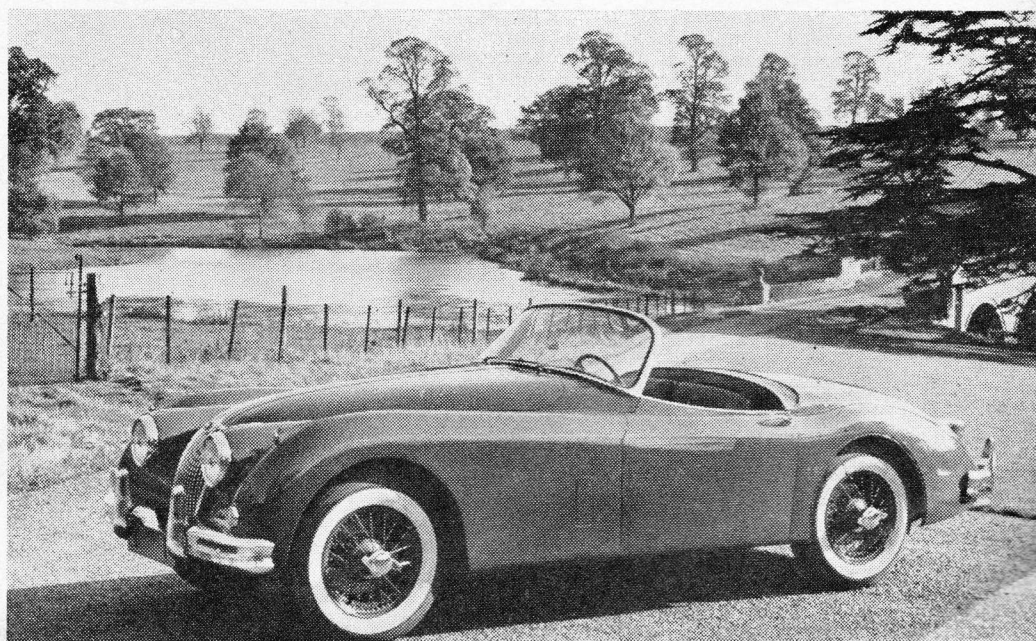
Specification. XK 150S

Engine: Six cylinders, 83 mm. x 106 mm., 3,442 c.c. (210 cub. ins.). High-lift camshafts (twin); 9 to 1 compression ratio; 250 b.h.p. at 5,500 r.p.m. Three SU HD8 carburetors; oil system includes full-flow filter; chrome iron cylinder block; light-alloy cylinder head with Weslake patent; seven-bearing crankshaft supported on steel-backed bearings; lead-bronze big-end bearings. Lucas ignition. **Transmission:** Borg and Beck heavy-duty clutch; gear ratios 12.18, 7.16, 4.95 and 4.09 to 1 (3.19 to 1 o.d.). Reverse, 12.18 to 1. Hardy Spicer prop. shaft; hypoid bevel rear axle. **Suspension:** I.f.s. with transverse wishbones and twin torsion bars; semi-elliptic rear; telescopic hydraulic dampers. **General:** Disc brakes with quick-change pads and servo-assistance; rack and pinion steering; 14-gallon (imperial galls.) tank; Dunlop 16 x 6.00 Road Speed tyres. Two-speed windscreen wiper, heater and demisters; interior equipment includes revolution counter, speedometer (with trip recorder), cigar-lighter. **Dimensions, etc.:** Wheelbase, 8 ft. 6 ins.; track (front), 4 ft. 3½ ins., (rear) 4 ft. 3½ ins. Overall length, 14 ft. 8 ins. Overall width, 5 ft. 4½ ins. Height, 4 ft. 4½ ins. Ground clearance, 7½ ins. Turning circle, 33 ft. Weight (kerb), 28½ cwt. **Price:** In U.S.A. at port of entry, \$5,020*. * There are, of course, variations according to delivery charges and locality. Special equipment model, \$4,495 with manual gearbox, \$4,660 with overdrive, and \$4,745 with automatic gears.



FINE SETTING for a fine car. The clean lines of the XK 150S are enhanced when the wind-up windows are fully retracted.

"HEAD" MAN, Harry Weslake (left), who was responsible for the development of the 250 b.h.p. version of this remarkable engine.





AUTOSPORT, MARCH 21, 1958

OVERALL PICTURE of the Geneva Show, one of the most important exhibitions of the year. Yet this year there is virtually nothing new to see.

external decoration, the sheer beauty of line makes this a very spectacular car. It is most luxuriously equipped, with every provision for the comfort of the occupants. In marked contrast is a very small coupé on a Lotus by Ghia Suisse. This is painted in the Swiss colours of red and white, and a transparent plastic is employed where the doors curve into the roof.

Once again, Graber show their Alvis, both in drophead and hardtop form, but the radiator grille of the latter has been slightly changed in shape. One meets Fiat chassis again and again on the coachbuilders' stands, and Allemano have an all-Fiat display in which a slight angularity of line is noticeable. This is

JOHN BOLSTER REVIEWS THE

GENEVA SALON

THE Geneva Salon is one of the most important motor shows of the year. Partly, this is due to the date at which it takes place, for more cars are actually bought at this time of year than at any other. Also, the Swiss are an extremely wealthy nation, and as they do not manufacture cars themselves, they can legitimately be regarded as potential customers. Furthermore, this is one market where tariffs do not give a false picture, and one can compare the values offered by the car-producing countries.

Of recent years, Geneva has been chosen as a suitable show at which to introduce many new models. The 1958 exhibition, however, is remarkable only because there is virtually nothing new to see. It is known that some manufacturers are working on relatively small six-cylinder engines, and indeed it was expected that Fiat would produce a new machine of this type. However, the great Turin firm have not yet pulled the rabbit out of the hat, and about the only really new model is the small 660 c.c. DKW. Nevertheless, production of this attractive front-wheel driven saloon is not expected to begin until 1959, and in any case it has already been shown in Germany. One has, in fact, to go to the motor-cycle section for novelty, where Jock West is proudly unveiling the new 250 c.c. A.J.S.

Yet this year's Geneva show is an excellent one. It is a very large exhibition, and it is probable that there has never been so complete and representative a display of the cars of all nations. As usual, this is the place where the specialist coachbuilders exert themselves to the full, and both on their stands, and on those of the manufacturers, the drophead coupé is often featured. The Swiss like to enjoy their beautiful country from an openable car, and so Geneva is always the place for good-looking convertibles. As at other recent motor shows, however, hardtop coupés predominate on the stands of the

specialists, and their old love, the luxury limousine, is now completely dead.

Starting with the carrosserie, one must first mention a superb dark blue coupé by Zagato on a disc-braked XK 150 Jaguar. Although there is no useless

a trend among many modern bodies, probably as a relief from the too-bulbous curves of some production models.

Pinin Farina can always be relied upon to show some lovely bodies. There is a very pleasant Fiat 1,200, two-

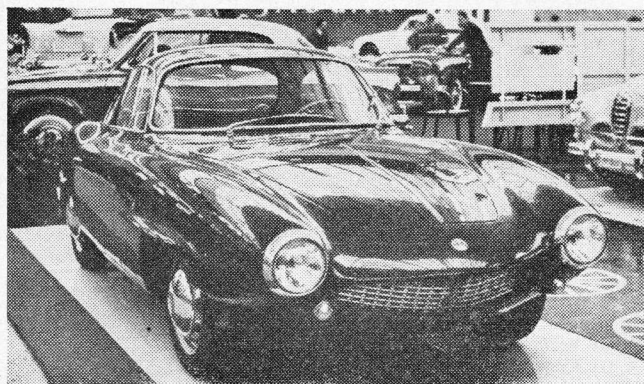
★
ASTONISHING machine, the Arbel, has an electric motor in each wheel and the dynamo is said to work by atomic power.
★



ELABORATE drophead by Vignale is based on a Triumph TR3. The car has been given tail fins and a forward-extended radiator grille.



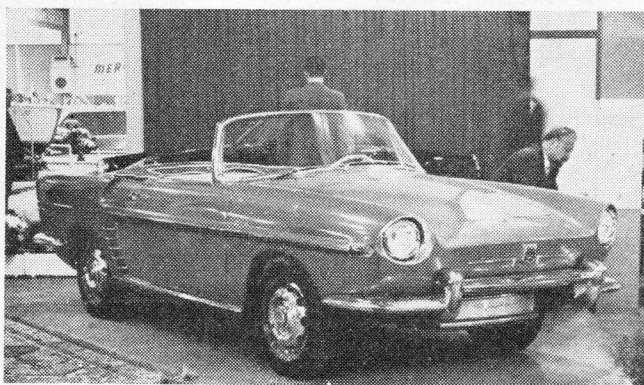
ONE of the most beautiful convertibles on show is this Alfa Romeo Superleggera by Carozzeria Touring.



CAR of the show is another Alfa Romeo variation, the Giulietta Sprint Speciale with Bertone body (above).



BEUTLER shows this Simca hardtop, with a long nose and tail and a suspicion of fins at the rear.



OPEN sports version of the popular Renault Dauphine is shown by Ghia Suisse—a neat variation on the theme.

door, four-seater, but the *pièce de résistance* is the Lancia Flaminia Florida IIa. This is a large and luxurious car, of which the rear window is slightly recessed and has twin wipers and demisters. There is a huge coupé on a Cadillac which is perhaps less successful.

Vignale exhibit an extremely elaborate drophead on a Triumph TR3, with tail fins and a forward extended radiator grille. The wrap-around rear window remains in place when the hood is lowered. Very exciting is this coach-builder's Lancia Nardi hardtop, which has a transparent sliding roof. The inevitable Fiat 1,200 appears as a two-door four-seater coupé, and also unexpectedly as a station wagon. The Viotti coupé on the Fiat 600 is not new.

Perhaps the most beautiful convertible

on show is the black Alfa Romeo Superleggera by Carozzeria Touring. Beutler have a Simca hardtop with a long nose and tail and just a suspicion of fins at the rear. The coachwork section is a superb display, but there are some lovely cars on the manufacturers' stands, too.

Ferrari show both hardtop and drophead coupés on the 12-cylinder 3-litre, and Maserati do the same with their 3½-litre six-cylinder. It is difficult to decide which of these extremely fast cars is the most beautiful. Probably the "car of the show" is the Alfa Romeo Giulietta Sprint Speciale. One thought that the original coupé could not be bettered for looks, but with this Bertone body, Alfa have done it again. The long front and rear screens are very much inclined, and the low nose-piece

projects well ahead of the front wheels. One hundred b.h.p. and 200 k.p.h. are claimed for this little beauty, and it is reassuring to see the enormous size of the turbo-finned brake drums.

Lancia exhibit the 1,090 c.c. Appia as a sports coupé in hardtop and drophead form, and also the big Flaminia, which is so remarkably unlike any other Lancia.

Fiat have all their usual models, but are featuring the little rear-engined air-cooled 500 particularly. There is a wonderful "self-dismantling" exhibit in which the body lifts itself off and the mechanism pops up for inspection. This firm always excel at these elaborate motor show gimmicks. On a separate stand is the Autobianchi, a pretty little

(Continued on page 374)



ALMOST the only really new car at the show is the small 660 c.c. DKW, retaining front wheel drive.



SLEEK and powerful-looking is the Maserati 3½-litre G.T. coupé shown in both hardtop and drophead versions.



PETER HARPER wins his first European Rally Championship event, and is seen in action in his works Sunbeam Rapier during the final test on Hastings seafront.

- The "Rally of the Tests" becomes a "Criterium Neige et Glace"—or a "Rally of the Prangs"



Harper Wins R.A.C. Rally

Peter Harper and Dr. Bill Deane (1½-litre Sunbeam Rapier) score outright victory in R.A.C. International Rally of Great Britain, won on the road in severe conditions—Pat Moss and Ann Wisdom (Morris Minor 1000) win Ladies' Award—Standard Pennants win Team Prize—66 retirements out of 196 starters

AFTER a run of near-misses, Peter Harper has scored his first outright victory in International rallying last week by winning the Seventh R.A.C. International Rally of Great Britain, in one of the works team of 1½-litre Sunbeam Rapiers—incidentally on the first International appearance of the new model. His co-driver was Dr. E. W. Deane, who was third man in Harper's Monte Carlo crew, and the pair are to be congratulated on their victory in

by **STUART SEAGER**

Photography by

GEORGE PHILLIPS and FRANCIS PENN

what must surely be one of the toughest events ever to be held in these islands. Second and third places went to a pair of modified Standard Pennants crewed by Ron Gouldbourn/Stuart Turner and

Tom Gold/Willy Cave, while Pat Moss and Ann Wisdom were fourth in general classification and won both their class and the Ladies' Award, in a Morris Minor 1000.

Apart from its distinction of extreme toughness, this must also be one of the most controversial events held locally for some time, for seldom have I heard so much criticism of a rally, both as to the nature of the event and the way it was run, as was aired in the bars around Hastings last Friday and Saturday nights. However, rallyists being the masochists that they are, most crews declared that they had thoroughly enjoyed it, in spite of everything! But more of that anon.

After the scrutineering on the Monday evening, in Hastings' wonderful underground car park, the cars were impounded for the night and their crews were given the hitherto "secret" route card for the following night's motoring in Wales. Soon maps were spread out in the lounges of every hotel as furious map-marking was tackled, and it became



IN SPITE of the publicized nature of the event being "non-navigational", the route turned out to be far more tricky than could practicably be followed on the recommended ¼-in. maps. Most crews were provident enough to bring a full set of one-inch maps as well, however, and here Peter Harper and David Humphrey (Peter Jopp's navigator) settle down to a plotting session before the start.



apparent that the road section of the "Rally of the Tests" was not going to be the simple affair that competitors had been led to expect.

However, for Tuesday's daytime motoring things were straightforward and the starters from Blackpool and Hastings set off in the early morning for Prescott and Test 1. The weather forecast had been pretty grim, but the day was pleasant enough. On arrival at Prescott the cars were marshalled in the paddock, which was naturally very muddy, and the first few cars began to carry the mud up the hill, the late numbers finding slime evenly deposited all the way up the course. Times suffered accordingly and there were quite a number of spins on the treacherous surface.

TEST 1—PRESCOTT Fastest in each class

Production and Improved Touring Cars, Class 1, up to 1,000 c.c.: J. F. May (Standard). **Class 2, 1,001-1,300 c.c.:** Mrs. A. Hall (Ford). **Class 3, 1,301-1,600 c.c.:** Peter Harper (Sunbeam). **Class 5, 1,601-2,600 c.c.:** E. Harrison (Ford). **Class 6, 2,601 c.c. and over:** T. E. B. Sopwith (Jaguar). **Special Production Touring Cars and Normal and Modified G.T. Cars, Class 7, up to 1,300 c.c.:** E. Lewis (Lotus). **Class 8, 1,301-2,000 c.c.:** K. N. Rudd (A.C.). **Class 9, 2,001 c.c. and over:** R. B. Cade (Jaguar).

From Prescott the two contingents followed each other (the Blackpool brigade leading) to Chateau Impney, near Droitwich. In the grounds of this impressive mansion Test 2 was encountered. This was a simple manoeuvring test on a loose-surfaced track that curved uphill through some trees. Part of the way up competitors had to stop over a line, reverse into a side turning, and then continue forward up over the crest of the rise to the finish and stop before a foul line. Even the middling-size cars found a certain amount of opposite lock necessary to take the top bend at speed and the big cars provided good value for the spectators!

TEST 2—CHATEAU IMPNEY

Class 1: W. H. Wadham (Morris). **Class 2:** W. B. Fursden (Skoda). **Class 3:** D. C. Absalom (Riley). **Class 5:** A. C. Whatmough (Ford). **Class 6:** P. G. Walton (Jaguar). **Class 7:** T. H. Rowe (Jaguar). **Class 8:** R. N. Richards (Austin). **Class 9:** J. Patten (A.C.). **Class 9:** B. F. Mitton (Jaguar).

After a meal break following the test, competitors set course for Wales, now

CLEAN NOW (above), at the Blackpool start—but these Fords were soon destined to be travel-stained. Edward Harrison's Zephyr (in foreground) was eventually to finish second in its class, wearing the track-rod from Cuth's crippled car (seen behind).

★

TWO of a kind (below): The modified Standard Pennants of Ron Gouldbourn and Tom Gold (seen here at Oulton Park) finished in second and third place overall and clinched the team award with Paddy Hopkirk. They were the only two cars to finish the Welsh night section "clean".



on the "secret" route card. George Phillips and I were running as No. 170, and by the time we reached Tenbury it was quite dark. The route took us through Leominster and Brecon to Test 3, the Eppynt hill-climb. This was an almost straight uphill dash in the dark, over 500 yards of narrow tarmac.

TEST 3—EPPYNT

Class 1: Miss P. A. Moss (Morris). **Class 2:** S. E. Mather (Fiat). **Class 3:** L. Leston (Riley). **Class 5:** E. Harrison (Ford). **Class 6:** T. E. B. Sopwith (Jaguar). **Class 7:** E. Lewis (Lotus). **Class 8:** P. H. G. Morgan (Morgan). **Class 9:** K. N. Rudd (A.C.). **Class 9:** L. O. Sims (Aston Martin). **Class 9:** P. B. Dann (Jaguar), tie.

Returning to the main road by a tortuous lane, we resumed our plunge into the extreme bottom left-hand corner of Wales, to Lydstep, near Tenby, where there was another hill-climb. There was a considerable delay here, for on the steep downhill approach to the foot of the hill the road was a sheet of ice, and car after car got into difficulties here, several of them bouncing off the stone walls, to the detriment of the coachwork. Lt.-Col. Crosby's Jaguar spun on the way down, and became firmly jammed between the opposite banks, being immovable for some time. As "Phil" was edging our Sunbeam down the hill behind Nancy Mitchell, her headlights suddenly turned round and faced us, and we all but slid on into her!

The hill itself was 350 yards long, but about halfway up one had to stop over a line, reverse over it again and then continue forward to the finish.

TEST 4—LYDSTEP

Class 1: W. H. Wadham (Morris). **Class 2:** Mrs. A. Hall (Ford). **Class 3:** L. Leston (Riley). **Class 5:** T. C. Harrison (Ford). **Class 6:** T. E. B. Sopwith (Jaguar). **Class 7:** J. C. Wallwork (Alfa Romeo). **Class 8:** P. H. G. Morgan (Morgan). **Class 9:** P. P. Roberts (Austin-Healey).

It was from Lydstep onwards that The Fun really began, and disaster struck at car after car. The weather had deteriorated and more and more snow



was encountered. We were on minor roads now and they were all treacherously slippery. The first "tight" section was encountered here, and from our arrival at the Lydstep control we had 22 minutes in which to wriggle down this icy hill, do the climb, wriggle out again and dash six miles to the next control north-west of Tenby. Just to make things more difficult, at the bottom of a hill near St. Florence several cars had become jammed up and we had to back out and make a long detour—arriving at the control some 20 minutes late! The most spartan crew of all—Edward Lewis and Denis Pratt, in a Lotus Eleven—had the misfortune to split their sump here and had to go into Tenby to get it fixed.

The navigation was very tricky on the next two sections, and after passing E. R. V. Walker's Armstrong-Siddeley embedded in a ditch near Llanboidy, we found ourselves in a maze of tiny roads north-west of Carmarthen. The recommended ¼-in. maps were quite inadequate for this task and we soon became hopelessly lost, in company with Peter Jopp's Sunbeam and a Ford Zephyr. We never did find the control at Maudland, near Newcastle Emlyn. Cutting our losses, we dashed on up the main road through Lampeter to the next control at Tregaron. There was theoretically a 25-

MUD from the paddock was well plastered over the course at Prescott and even the small cars suffered from wheelspin on take-off. Here (above) J. Handley's Ford Squire gets away from the hockey stick. Peter Morgan (right) is seen on the hill. Morgans put up some excellent performances in the rally and took first and second places in their class.



minute break here, but we booked straight out in order to reduce our overall lateness, and were soon off into the wilds of the Cambrian Mountains. On the route card, the Rhayader Mountain Road looked ominous—and so it proved to be!

It seemed that snow had melted, re-frozen and then been covered with a further layer of snow, for adhesion was almost non-existent. As the twisty,

narrow road climbed higher, wheelspin grew, and when we began to encounter competing cars coming down against the traffic, we wondered what was in store. Several cars, including the Austins of E. W. Nicholson and R. A. Sanson seemed to be going back to find another way round, and we passed Mary Handley-Page's Sunbeam, with the crew trying to straighten a crunched wing and lamps. Lt-Col Crosby's Jaguar was stopped at the side of the road and M. Jarrett's Morgan appeared to have been abandoned. Still we pressed on until near the summit we saw the ominous string of tail-lamps and the weaving beams of headlights as drivers fought to keep their cars moving—to no avail. We might have reached the top had we been unobstructed, but we had to stop until the cars ahead were moved and there was no restarting possible on such a gradient. So—out with the John Bull snow-grips that I had bought as a last-minute precaution the night before we left Hastings and we strapped a pair on each wheel. Thus equipped and with

myself and the Wadham brothers heaving and pushing, Phil climbed over the summit and I collapsed into the seat again! Down the other side in an endless, slithering series of nerve-racking hairpins we went, and into the control at the Elan Valley Hotel.

From here there was a short dash through Rhayader to Abbey Cwmhir, where the control was on an ice-bound gradient where it was almost impossible



LYDSTEP at night—and the camera catches Annie Soisbault with Pat Ozanne in their Standard Pennant. They retired after the first night. Two who kept going were Edward Lewis and Denis Pratt, who struggled on to the finish in their Lotus Eleven in spite of a holed sump just after Lydstep and a collision with a lorry in the north of England.

to stand: the marshals yelled at us to keep moving slowly as they grabbed our card, stamped it and returned it without our having stopped. We threaded our way back down to the main road as dawn was breaking and headed north over the tortuous A483 towards Newtown. The snow was even thicker now, but at least we could see where we were going, and as the sun rose the scenery was really beautiful.

Phil took a nap here and I was able to appreciate what really excellent balance the Rapier has on slippery going as we wound our way down the long valley. The steering is now nicely high-g geared and one can really "steer it on the throttle", a twitch of the wheel immediately compensating for any over-enthusiasm! However, as we went through Newtown and west towards Caersws and the next control at Dylife, we began to encounter rally cars coming the other way again—in considerable numbers this time. As we left the main road and the lanes became narrow, this became an embarrassment. Interrogation seemed to indicate that things really were impassable. "You can't get through", said Nancy Mitchell and Les Leston, who were running a little ahead of us. "There are ditched cars everywhere a few miles up the road and we've all had to turn back." As we were getting near our outside time allowance, there seemed little point in plodding on ourselves and risking getting stuck. A short conference showed that it was doubtful if we would make Corwen in time either, so again we cut our losses, missed out Dylife and Corwen and set sail for Oulton Park. We would have had to tackle the notorious Bwlch-y-Groes between the two, and somehow mountaineering up goat-tracks under these conditions had begun to lose its savour.

The story of what happened before Dylife was told later and must have been a nightmare at the time. Lyndon Sims, as car No. 1 and on time, came over a slight rise to find the road just dropped away in front of him ("like a ski-jump," Nancy Mitchell described it). It dropped down steeply for about 50 yards and then hairpinned sharp left, a cart-track going straight on. Sims, with not a hope of taking the corner, shot straight on down the "escape road" and stopped. As he was backing out, Ian Maiden's white Jaguar XK 150 arrived, found the escape road occupied and dived straight into the ditch. Within a few seconds R. B. Cade's XK 150 had

joined him—side-by-side. Sims escaped from the escape road just in time for B. F. Mitton's Jaguar to make use of it and P. B. Dann, in another Jaguar, found a third alternative route in a gateway, where he just managed to stop. Within a few more minutes cars were arriving in procession, being waved down by the shipwrecked crews and yet were still bouncing off the banks and each other until the whole avalanche ground to a halt. After that most turned round and went back, but a few, including Peter Harper and the two Pennants, managed to weave their way through the wreckage, equipped with chains, and did, in fact, reach the control.

Those that did get through, plus others who went round, missing out the

CHATEAU IMPNEY—and the cars formate beneath its towers before the driving test on a gravel track through the trees. Below, H. G. Martin slides George Jopp's Jaguar through the top bend.



Dylife control, next had to tackle the Bwlch-y-Groes on their way to the time control at Corwen. Lyndon Sims, who in spite of all the palaver earlier was still running on time, ran into a snow-drift on the Bwlch and in digging out, lost his control card temporarily in the snow, causing a certain amount of delay. Denis Scott, in the works modified Zephyr, was also going well, but ran out of petrol just four miles from Corwen, probably due to the wheelspin of the previous hours! David Shale, in an Austin-Healey 100-Six, had retired during the night with damaged steering—and we had already passed, earlier on,



Johnny Wallwork's much-fancied Alfa Giulietta, abandoned after he had hit a wall and split the radiator.

After Corwen, the route card was thankfully put away, and crews reverted to easy main road running to Oulton Park where Test 5 was being held. This was the first of the "races", and consisted of three laps of a circuit which made use of Esso Bend and the short-cut across at Cascades. Cars were sent off in groups of three.

TEST 5—OULTON PARK

Class 1: Miss P. A. Moss (Morris). Class 2: R. C. Willis (VW). Class 3: L. Leston (Riley). Class 5: E. Harrison (Ford). Class 6: T. E. B. Sopwith (Jaguar). Class 7: Miss P. Burt (Alfa Romeo). Class 8: K. N. Rudd (A.C.). Class 9: J. Sears (Austin-Healey).

From Oulton a further run brought the contestants to Aintree, where the club circuit was employed for a similar three-lap sprint, and as at Oulton, the direction of the circuit was reversed—just to fool those who regularly raced there. A single practice lap was allowed before the actual timed run.

TEST 6—AINTREE

Class 1: Miss P. A. Moss (Morris). Class 2: D. A. Smith (Fiat). Class 3: J. Ray (Sunbeam). Class 5: E. Harrison (Ford). Class 6: T. E. B. Sopwith (Jaguar). Class 7: Miss P. Burt (Alfa Romeo). Class 8: K. N. Rudd (A.C.). Class 9: J. Sears (Austin-Healey).

A final short run brought the cars to Blackpool, which could be regarded as the halfway point. Here there was the familiar long test on the promenade, after which the cars were put in a *parc fermé* for a really welcome nine-hour break, albeit on a Wednesday afternoon!



★
ONLY TWO of the really miniature cars reached the finish—Brindley's Goggomobil and this Isetta, crewed by A. G. Baldet and R. E. Field. The twin rear wheels and solid axle were a great asset on slippery gradients.



TEST 7—BLACKPOOL

Class 1: F. Naylor (Standard). Class 2: Mrs. A. Hall (Ford). Class 3: L. Leston (Riley). Class 5: E. Harrison (Ford). Class 6: P. G. Walton (Jaguar). Class 7: D. C. T. Bennet (Fairthorpe). Class 8: P. H. G. Morgan (Morgan). Class 9: W. G. V. Gaillie (Austin-Healey).

The secret route card for that night was issued here and an hour or so that could well have been spent in sleep was occupied in plotting the route again, this time in the Lake District. By now the conflicting requirements of photographic coverage and competition were becoming incompatible, and as we were already well down on road marks, we decided, reluctantly to retire at this point, pack in a proper night's sleep and follow the rally next day as spectators. So far the Rapiet that had served us so well was unscratched, but another night like the previous one seemed likely to tempt providence too far and the weather forecast was anything but encouraging. At least another dozen competitors had the same idea, whilst others effected the compromise of cutting out the whole of the Lake District section, having a night in bed and then rejoining the rally as it came south again. For each control they missed they lost 300 marks, but going by the previous night's experience, this seemed likely to prove "cheaper" than risking being snow-bound for hours in Cumberland. If they completed only half the route, they would still qualify for a finisher's award.

General Classification at Blackpool

1. R. A. Gouldbourn (Standard), 90.3 marks lost; 2. T. A. Gold (Standard), 97.1; 3. L. O. Sims (Aston Martin), 158.8; 4. E. Harrison (Ford), 190.9; 5. P. Harper (Sunbeam), 210.1; 6. R. Grant (TR3), 243.6; 7. C. Corbishley (Standard), 322.8; 8. P. B. Hopkirk (Standard), 348.4; 9. B. W. Fursden (Skoda), 448.5; 10. K. H. James (Riley), 450.2.

Those of the 146 competitors left in the rally who decided to go all the way, set out from Blackpool around midnight and headed north-east. Test 8 was a 200-yard hill-climb at Tow Top, not far from Newby Bridge, and already snowy conditions were being encountered again.

TEST 8—TOWTOP

Class 1: A. P. Kilden (Saab). Class 2: Mrs. A. Hall (Ford). Class 3: K. Faine (Riley). Class 5: E. Harrison (Ford). Class 6: E. Brinkman (Jaguar). Class 7: P. B. Hopkirk (Standard). Class 8: A. P. Grant (M.G.). Class 9: L. O. Sims (Aston Martin).

On then, through Newby Bridge and Greenodd to a control at Spark Bridge.

CHEERY WAVE from Bain and Bennett as the AUTOSPORT Rapiet overtakes their Fiat 600. On these ice-bound main roads, the Sunbeam was encountering wheel-spin in top gear on the flat, with snow-grips fitted!

across Kirkby Moor to another control at Woodland station. The next control was at the top of the notorious Hardknott Pass—and with conditions worsening most crews decided not to risk this one, some of them short-circuiting to make for Test 9 at Ulpha Summit. This was a downhill braking test and, in fact, only 57 cars passed through this point, for the snow was a foot deep there. Even the marshals running the test had manhandled their equipment to the top, rather than try to reach it by car!

TEST 9—ULPHA

Class 1: Miss P. A. Moss (Morris). Class 2: Mrs. A. Hall (Ford). Class 3: P. Harper (Sunbeam). Class 5: B. R. Waddilove (Jaguar). Class 6: P. G. Walton (Jaguar). Class 7: J. Sprinzel (Austin). Class 8: R. Michalkiewicz (Morgan). Class 9: D. G. Scott (Ford).

After a further climb over the moors towards the coast, the route wound its way north, passing near Ravenglass, Ennerdale, Loweswater, Bassenthwaite and Caldbeck, emerging from the mountains near Carlisle.

Once again stories of drama emerged from the second night's "horror by ice". Carefoot in his M.G.A had tackled Hardknott without chains, eventually managing it with five men on the back of the car. He was 4½ hours late at Ulpha for his trouble. Cuth Harrison was forcibly retired by a steering failure in his works Zephyr and then heard that his son Edward in a sister car had hit a gravel-filled snowbank not far away and wrenched his track-rod off. Father and son got together and cannibalized

TWO-WAY traffic on the road to the Dylife control. Major Graham's Ford Zephyr is still heading towards it, but the road ahead is obstructed and other cars, including Kilden's Saab, are making their way gingerly back down the snow-bound hill.

Cuth's car to enable Edward to continue. Harold Rumsey (Magnette) boiled on Hardknott with all the wheelspin and topped up the radiator with Lucozade—as did Jimmy Ray (Sunbeam). Then, just south of Carlisle, Rumsey's car went off the road on an icy corner at 4 a.m. and a stout stake at the roadside tore off the sump and most of the steering gear. At 8 a.m. he was towed into Carlisle to Graham & Roberts garage and at 12.30 he was back in the rally again!

The Speedwell équipe were really out of luck. Johnny Sprinzel had been entered with a works A35, but clutch failure the night before the start put the car *hors de combat*, and Johnny took over the red "old faithful", 119 KMH, which was to have been driven by his sister Norma and Nancy Hulbert. He had already had one minor prang in Wales and near Carlisle the car became wrapped round a telegraph pole and that was the end of the rally for Johnny and Dick Bensted-Smith.

The route then headed north-east to Otterburn on the edge of the Cheviots, over the Border at Carter Bar and on up to Charterhall. On his way towards Kelso, Paddy Hopkirk (Standard Pennant) heard unmistakable symptoms of imminent axle failure. Diving into Tweedsmuir Motors in the town for help, he found an enthusiastic pro-rally staff who whipped a complete axle out of a second-hand Standard 10 in the showroom and installed it in Paddy's car in 1 hr. 4 mins.—and he was back in the rally!

Incidentally, on leaving Ulpha, David Dixon inquired of a local the best route to Otterburn and was given explicit instructions which they took down and followed to the letter. The only snag was that they arrived at Otterburn, Lancs, instead of Otterburn, Northumbs!

Snow had fallen overnight resulting in very slippery conditions and P. R. Procter in his Aston Martin slithered off



the road and had to retire. At Charterhall—the reason for the Scottish visit—there was a standing start—flying finish. kilometre sprint. The early cars were rather handicapped by the ice and snow on the straight. This dispersed as the morning wore on and the later cars had better conditions.

The first car to arrive, with time to spare, was Lyndon Sims (Aston Martin) closely followed by Denis Scott with his works Zephyr.

Lyndon Sims took the line for the test just before 7 a.m. and set off, snaking from side to side on the icy conditions. The first few cars had completed the test when the two leading Standard Pennants arrived, driven by Ron Gould-bourn and Tom Gold. They had had a comfortable time and were supremely confident of success.



One unfortunate incident occurred to mar the proceedings at Charterhall. R. H. Jenkinson (Jaguar 2.4), after completing the test, drove away from the circuit by the wrong route and met Gerry Burgess (Ford Zephyr) head-on, resulting in the retirement of both cars. The Burgess works car was towed to the circuit by the Ford representatives present and was a sorry sight.

With ice and snow on the ground, the early competitors in the faster cars had a lively time trying to keep in a straight line on the sprint. John Patten (A.C.-Bristol) put up an impressive performance and set up a time of 29.6 secs. This was made all the more remarkable when one considers the fact that the car was battered all along the passenger's side, and the driver had to tie his door closed. His time stood as fastest of the day until late on in the morning when Phil Walton (Jaguar 3.4)—one of the few competitors to have visited all the controls the night before—lowered the A.C. time to 29.2 secs. Then along came Tommy Sopwith with his fully modified 3.4 Jaguar. After a faultless start, and despite the fact that he engaged overdrive at the wrong time,

he set up the absolute fastest time for the test in 26.8 secs.

Paddy Hopkirk (Standard Pennant) arrived rather out of breath and quite late after his axle change, but nonetheless he was still bright and cheerful. The two other team A.C.-Bristols did not arrive, Ken Rudd having holed his sump and Peter Bolton—when last encountered

TURN AGAIN, Brindley—and the Goggomobil crew give their little car a heave to turn it back from the inaccessible Dylife control. They didn't quite make it in one, however (below), and Peter Jopp begins to take evasive action!

—had lost reverse gear. Of the miniature cars, only Brindley's Goggo was left in, and he was about the last competitor to arrive. That he was still in the picture was amazing, to say the least of it, and the car sounded as healthy as ever.

There was a touch of amusement when J. H. Whitmore arrived with his Austin A35. After depositing his navigator he set off to do the test but mistook the directions given to him and "disappeared" for over half an hour. He finally realized, after going right round the circuit and into the surrounding countryside, that the test was not as far away as all that and returned to his very relieved navigator. It so happened that the start of the test was no more than about 20 yards from where he had deposited his navigator in the first place. Truly, the continual strain was being felt. The lone Fairthorpe arrived and competed in the test but none of the Alfas or the Lotus arrived.

TEST 10—CHARTERHALL

Class 1: Miss P. A. Moss (Morris). Class 2: S. E. Mather (Fiat). Class 3: J. Ray (Standard). Class 5: Lt.-Col. M. G. M. Crosby (Jaguar). Class 6: T. E. B. Sopwith (Jaguar). Class 7: D. C. T. Bennett (Fairthorpe). Class 8: J. Patten (A.C.). Class 9: P. P. Roberts (Austin-Healey).



NEW LOOK at Oulton Park. The special anti-clockwise short circuit produced a hairpin corner near Cascades. Here Jimmy Ray (Rapier) leads M. V. Mackie's Vanguard Estate car.



After leaving Charterhall, the route ran south again, returning to Otterburn for a sprint and a manoeuvring test up on the moors. Test 11 was a 200-yard dash and Test 12 a simple "forward on one side of a pylon, reverse on the other, and forward again on the first side". Snow was really thick here and the first cars to arrive, including Lyndon Sims (No. 1), soon became stuck. Denis Scott, as No. 11 in that very potent Zephyr with its good ground clearance, became a snow plough and carved a way into the control, path-finding for the pack.

TEST 11—OTTERBURN 1

Class 1: A. A. McKechnie (Austin), Miss P. A. Moss (Morris), tie. Class 2: D. A. Smith (Fiat). Class 3: P. Harper (Sunbeam), Mrs. N. Mitchell (Riley), tie. Class 5: Lt.-Col. M. G. M. Crosby (Jaguar), E. Harrison (Ford), tie. Class 6: T. E. B. Sopwith (Jaguar). Class 7: P. B. Hopkirk (Standard). Class 8: R. Michalkiewicz (Morgan). Class 9: J. Sears (Austin-Healey).

TEST 12—OTTERBURN 2

Class 1: W. S. Wadham (Morris). Class 2: D. A. Smith (Fiat). Class 3: B. A. T. Clarke (Riley). Class 5: E. Harrison (Ford). Class 6: P. G. Walton (Jaguar). Class 7: P. B. Hopkirk (Standard). Class 8: J. O. Beard (TR). Class 9: J. Sears (Austin-Healey).

The route then continued south, still largely on secondary roads, close to Hexham, and then down through Allendale to Weardale, Teesdale and Deepdale. It was on a minor road just two

AINTREE—and the start of one of the three-lap races (above). Off the same mark are (l. to r.) K. H. James (Riley 1.5), A. Lineker (Vauxhall Victor), Jimmy Ray (Sunbeam Rapier) and O. F. Christenson (Sunbeam Rapier).

★

IN FULL FLIGHT (right) are T. S. Peacock's Simca and Alex Newsham's TR3.



miles from Bowes that Nancy Mitchell provided the most spectacular "prang" of the rally. She overshot at an icy corner and flipped straight over the bank and down a 50-foot slope. The Riley bounded end-over-end several times, taking a small tree with it, until it came to rest at the bottom. By very good fortune two of the first cars to arrive on the scene were Peter Harper's, navigated by Dr. Bill Deane, and Dr. Penny's

Riley. The two medicos administered first aid to Nancy and Joan Johns and it was suspected at first that Nancy might have cracked some ribs. Having done all they could, Harper and Deane went on, while Doc Penny took Nancy and Les Leston took Joan, on to the Bowes control, whence Nancy was shipped to Darlington Hospital for an X-ray. Fortunately the damage was only bruises and Joan had got away almost scot-free. Very lucky indeed.

After an hour's break at Scotch Corner, the survivors went on to Croft Airport, near Darlington, for a two-lap race, five cars at a time.

TEST 13—CROFT

Class 1: A. P. Kilden (Saab). Class 2: D. A. Smith (Fiat). Class 3: B. A. T. Clarke (Riley). Class 5: E. Harrison (Ford). Class 6: T. E. B. Sopwith (Jaguar). Class 7: Miss P. Burt (Alfa Romeo). Class 8: P. Bolton (A.C.). Class 9: J. Sears (Austin-Healey).

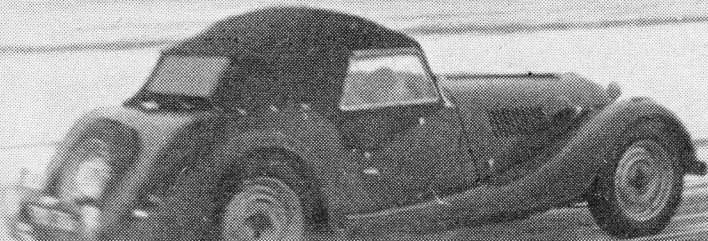
Charterhall, Otterburn and Croft tests had been conducted in daylight, but darkness was approaching as the procession headed for Sherburn-in-Elmet, near Leeds, for a half-mile airfield sprint.

TEST 14—SHERBURN-IN-ELMET

Class 1: A. P. Kilden (Saab). Class 2: S. E. Mather (Fiat). Class 3: J. Ray (Sunbeam), K. H. James (Riley), tie. Class 5: E. Harrison (Ford). Class 6: T. E. B. Sopwith (Jaguar). Class 7: E. Lewis (Lotus). Class 8: P. Bolton (A.C.). Class 9: P. P. Roberts (Austin-Healey).

Continuing south, the route led to Chapel-en-le Frith—centre of the Derbyshire Peak District and the ancestral home of Ferodo brake linings. At the Ferodo factory, the tired crews were delighted to find what must be one of the finest "supper stop" controls to be encountered in any British rally and, in fact, was greatly reminiscent of the Eindhoven control at the Philips factory on the Tulip Rally. An excellent hot meal was provided speedily and free of charge in the enormous canteen and there were warm wash-rooms and even showers placed at the disposal of the dishevelled rallyists. Over the loud-speakers, rally time was announced at regular intervals, just in case any crews made themselves too comfortable and overlooked their clocking-out time! In a car park Test 15 was set out. This was a very "tight" pylon affair, which involved nosing into one "garage" and backing into another placed almost, but not quite opposite the first. As they

SNOW TRAIL for one of the Morgan team at the Charterhall sprint. The slippery surface made things tricky for the faster cars.



RADIO-ACTIVE WEAR DETECTOR IN FAMILY CAR CONFIRMS 80% LESS ENGINE WEAR

Striking new tests on BP Energol Visco-static

WHEN BP Energol Visco-static motor oil was first tested with the radio-active wear detector the tests had to be made in a laboratory. Now advances have been made in this most sensitive of all methods of measuring wear. Now it has been possible to use the radio-active wear detector on an actual family car on the road on normal day-to-day running.

These new tests have confirmed the amazing result of 80% less engine wear with BP Energol Visco-static compared with conventional oils.

How the test worked

Research scientists took an ordinary Morris car. They fitted it with a radio-active piston ring and they ran the car on suburban, town and country roads in Surrey. To make conditions rather worse than normal, they made every start an ice-cold start. As the engine ran, wear took place – it must do. This meant that infinitesimally minute fragments of metal were worn off the moving parts – including the radio-active piston ring and these particles passed into the engine oil.

The 'clucking hen'

At the end of each day's running a sample of the oil was taken and its radio-activity was measured by a special Geiger counter – the

famous 'clucking hen' of atomic research. This allows the amount of metal worn from the piston ring during the day to be measured with amazing accuracy.

After months of testing BP Energol Visco-static against the finest conventional oils the results showed 80% less wear with BP Energol Visco-static.

How BP Energol Visco-static saves wear

Most wear in engines occurs in the first few minutes after each cold start. That is with ordinary oils. When the engine is left overnight, acid products condense on the cylinder walls. These cause corrosive attack to take place. It is this which causes serious



Taking a sample of the oil to be tested for radio-activity. It proved that BP Energol Visco-static gives 80% less engine wear compared with conventional oils.

harm when the engine is started again.

With BP Energol Visco-static you fight this wear in two ways. Firstly this advanced oil protects metal surfaces from acid corrosion when the engine is stationary. Secondly, BP Energol Visco-static remains free flowing even in freezing-cold so that every part of the engine gets proper lubrication from the moment the engine starts.

Saves petrol too

Because BP Energol Visco-static is a different, more advanced kind of oil, it brings other advantages as well as 80% less engine wear. It saves up to 12% in petrol because it cuts down oil drag. Starting is much easier too in all weathers.

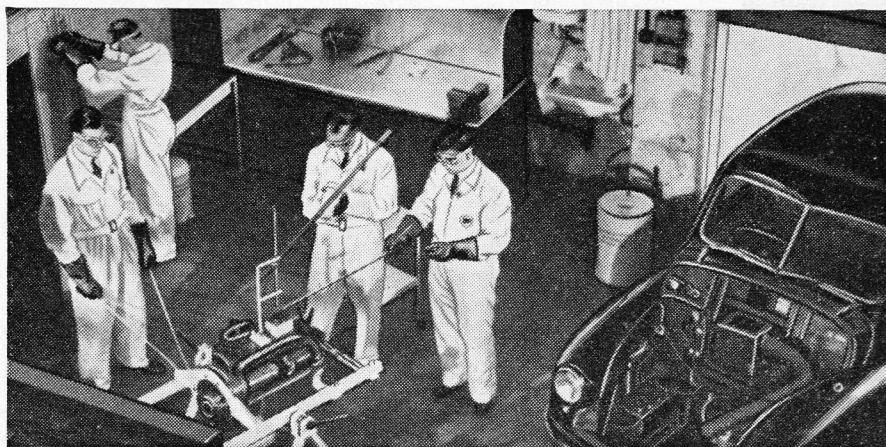
BP Energol Visco-static is for use all the year round

BP Energol Visco-static is for use all the year round in all 4-stroke car engines in good condition for which SAE 10W to SAE 40 are normally recommended.

To obtain the benefits of this outstanding oil you should have your old oil drained and make a complete change.

Ask for BP Energol Visco-static – Britain's most advanced motor oil – at any garage where you see the BP Shield.

Rolls-Royce officially approve BP Energol Visco-static for all their post-war motor-cars.



The radio-active piston ring is being installed in the engine in preparation for a test on the road. In all other respects this was a normal engine fitted in a normal family car. Although precau-

tions had to be taken in handling the piston ring out of the engine, it was completely safe once it was installed. There was absolutely no radiation hazard from the car on the road.



VISCO-STATIC IS A TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED



HALFWAY mark was Blackpool, and a brisk test on the front. Here is Nancy Mitchell, bending the front tyre of her Riley!

EARLY MORNING (right) at Mallory Park, and on the frosty track Arnold Burton leads Peter Bolton—both in A.C.s.

were placed, it was impossible to do without two or three shuttles, and in darkness it wasn't easy! Peter Bolton had had no reverse gear on his A.C. since the start, so his co-driver had to push him for the backward movements; he still made a very creditable time!

TEST 15—CHAPEL-EN-LE-FRITH

Class 1: A. A. McKechnie (Austin). Class 2: K. C. Chambers (Ford). Class 3: K. Fairne (Riley). Class 5: B. R. Waddilove (Jaguar). Class 6: P. G. Walton (Jaguar). Class 7: P. B. Hopkirk (Standard). Class 8: A. L. Yarranton (Morgan). Class 9: P. P. Roberts (Austin-Healey).

The rest of the event was largely over main roads and the next stop was Snetterton, where a night-time sprint, involving the Esses, was arranged.

TEST 16—SNETTERTON

Class 1: E. Fishwick (Austin). Class 2: S. E. Mather (Fiat). Class 3: J. Ray (Sunbeam). Class 5: E. Harrison (Ford). Class 6: T. E. B. Sopwith (Jaguar). Class 7: E. Lewis (Lotus). Class 8: J. Patten (A.C.). Class 9: J. Sears (Austin-Healey).



From Snetterton, Mallory Park was the next stop, which the first cars reached at around 7 a.m. One that didn't reach Mallory was the Hillman of Vagg and Thwaites, which left the road

and crashed on the way, fortunately without serious hurt to the crew. Mallory Park involved three-lap races again, and the circuit (negotiated in reverse-to-normal direction) was treacherously frosty. The first race we saw involved a battle between Lyndon Sims and Denis Scott, the former leading until he "lost it" temporarily at the Lake Esses. D. G. Bennett, in an Aceca, "lost it" in the biggest of ways coming out of Gerard's Bend into pit straight, the car hitting the kerb and flipping high in the air, to roll right off the road, very badly damaged although the driver was not. I. W. McCulloch (Triumph) hit the barrels at the hairpin, but continued.

TEST 17—MALLORY PARK

Class 1: Miss P. A. Moss (Morris). Class 2: P. A. Smith (Fiat). Class 3: B. A. T. Clarke (Riley). Class 5: G. Jopp (Jaguar). Class 6: T. E. B. Sopwith (Jaguar). Class 7: E. Lewis (Lotus). Class 8: P. A. G. Morgan (Morgan). Class 9: J. Sears (Austin-Healey).



On to Silverstone, for three laps of the club circuit (right way round this time). Sims won easily here from Peter Bolton and Denis Scott.

TEST 18—SILVERSTONE

Class 1: Miss P. A. Moss (Morris). Class 2: S. E. Mather (Fiat). Class 3: L. Leston (Riley). Class 5: E. Harrison (Ford). Class 6: T. E. B. Sopwith (Jaguar). Class 7: E. Lewis (Lotus). Class 8: P. Bolton (A.C.). Class 9: J. Sears (Austin-Healey).

The final circuit test took place at Brands Hatch on that Friday afternoon. Another three-lap affair, the wrong way round, which made Clearways a very tricky bend, although it robbed Paddock of its terrors.

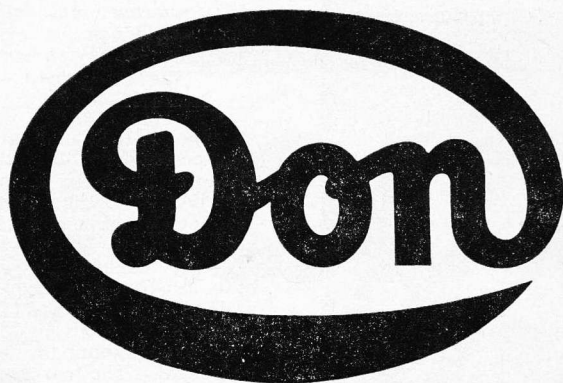
TEST 19—BRANDS HATCH

Class 1: A. P. Kilden (Saab). Class 2: D. A. Smith (Fiat). Class 3: B. A. T. Clarke (Riley). Class 5: A. C. Whatmough (Ford). Class 6: T. E. B. Sopwith (Jaguar). Class 7: E. Lewis (Lotus). Class 8: P. Bolton (A.C.). Class 9: J. Sears (Austin-Healey).

Finally, the last run-in to the finish at Hastings—and the drama was not over yet, for as Paddy Hopkirk headed off

(Continued on page 374)

LADIES' AWARD went to Pat Moss and Ann Wisdom, who finished fourth in general classification and also won their class, in a standard Morris Minor 1000. Here is Pat sliding to a halt in the final test at Hastings.



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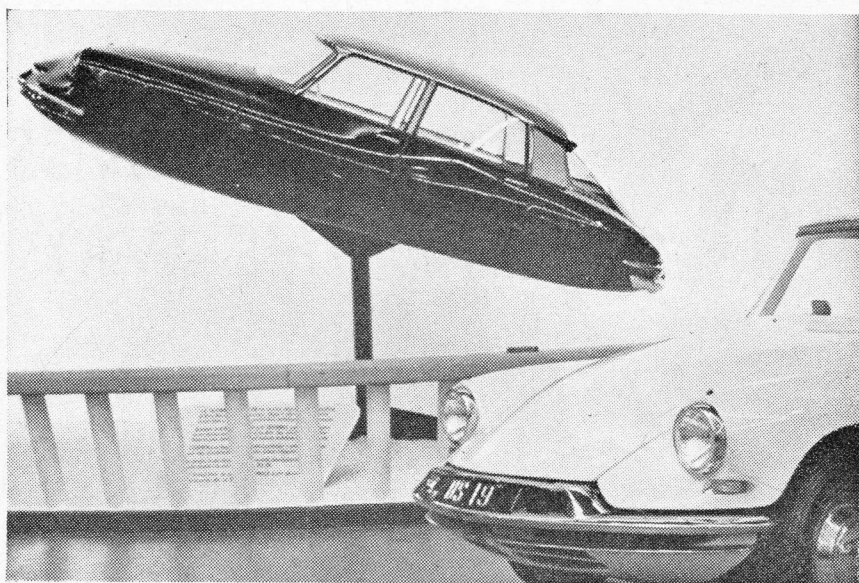
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AN important international award for industrial design has been won by this "worksless" DS19 shown on the Citroën stand.

Geneva Salon—continued

de luxe car with Fiat 500 machinery. The 394 c.c. Vespa two-stroke is unchanged since it made its début at the Paris show.

America is strongly represented, though one sees fewer American cars in Switzerland than was the case a year or two ago. These huge machines have proved far from ideal under the prevailing road conditions, and pass-storming must be a somewhat precarious occupation with Detroit brakes. Probably the best seller is the Willys Jeep in civilian form, which now has a proper drum brake instead of that ineffective band for the parking brake. It is sad to see that the once proud Packard has become just an over-decorated Studebaker.

Mercedes-Benz have all their range on view, including the drophead 300SL that first appeared at Geneva last year. The Opel, in spite of its General Motors pedigree, looks rather square and slab-sided. Still, the cheapest 1½-litre model costs 7,250 Swiss Francs, compared with 9,150 for the Ford Consul, so it is extremely competitive. The V8 BMW is very costly, and the two-cylinder 600 c.c. model is considerably more expensive than the 4CV Renault. The Gogomobil (called "Isard" here) is shown in

400 c.c. form, but the little Maico, previously by no means glamorous, appears with a very beautiful two-seater drophead body. The 452 c.c. rear-mounted two-stroke engine develops 20 b.h.p. in sports form, and the tubular backbone chassis is, of course, independently sprung all round.

The French industry is very strongly represented. The Monte-winning Dauphine appears with all the road dirt left in place, and for sheer filth it rivals a successful competition Fiat Abarth that is on the maker's stand. One has seen bare chassis exhibited before, but Citroën show a DS19 body without any "works", which won an important international award for industrial design. The little 2CV can now be had with a utility van body called "Le Week-End", costing 4,990 Swiss Francs. The two-cylinder Panhard is sold in Switzerland by Citroën, and represents real value at 7,650 Swiss Francs.

For 9,500 Swiss Francs you can get that excellent car, the 403 Peugeot. It is exhibited in sectional form, showing the inclined valves and hemispherical combustion chamber, but the worm-driven rear axle is carefully hidden. Simca have a film show on the stand, which starts off with records at Montlhéry, but finishes with a girl demon-

strating the reclining seats. That superb high-performance car, the Facel Vega, is shown in chassis form. One admires the D-section tubular frame and the sectioned four-speed Pont-a-Mousson gearbox that copes easily with the Chrysler engine's 300-plus b.h.p. It costs less than the biggest American cars at 41,000 Swiss Francs.

For high speeds on the worst roads, the Tatra is about the best car that can be bought. The rear-mounted air-cooled 2.6-litre engine is capable of propelling the six-seater car at 100 m.p.h. It is splendid to be able to examine this powerful car from behind the Iron Curtain.

The British industry acquits itself well. Rolls-Royce and Bentley cars sell steadily on this market, and that stand is full of delectable carriages. The "Continental", in drophead form, should find a ready sale. Between the cars, the softest armchairs imaginable abound, which were duly appreciated by a weary journalist!

B.M.C. show all their models, and the Austin-Healey and M.G. sports cars attract much interest. The Triumph is better looking now, but the hardtop still has button-on sidescreens instead of winding windows in the doors. The Rootes Group have made a hit with the new Sunbeam, which is much admired as a drophead. The British cars in general are better displayed than previously, and the only notable absentee is the Aston Martin. The Jaguar XK 150 looks particularly well as a drophead coupé, and even among the baby cars, Britain holds her own with the Berkeley and the Frisky.

There are fewer prototypes than usual, but there is an astonishing device called the Arbel. This has an electric motor in each wheel, and the generator is alleged to work by atomic power. The vast body appears to be made of cardboard or some similar material.

This great exhibition has additional halls for boats, motor-cycles and lorries. There is also a perfectly splendid show of racing cars, from the earliest days up to the present, which is the subject of a separate article.

R.A.C. Rally—continued

down the A20 his windscreen shattered of its own accord!

A night in bed at Hastings—and next morning the cars were out again for the final test on the seafront. Again it was a simple one, involving a forward-reverse-forward round a long "island", plus one circuit of a pylon and on to the finish.

However, it really counted for very little—no more than did most of the tests in this "Rally of the Tests". There is no doubt that those who won awards richly deserved and earned them. They triumphed over appalling road conditions and won the event on the road—and also triumphed over misleading instructions and ambiguous regulations which caused many crews to arrive at the start equipped and prepared for an event quite different from that which actually took place—a difference which

the weather (which could not be regarded as exceptional for the time of year) only served to exaggerate. But more of that next week!

STUART SEAGER.

Provisional Results

General Classification: 1, P. Harper/E. W. Deane (Sunbeam Rapier), 657 marks lost; 2, R. A. Gouldbourn/S. Turner (Standard Pennant), 1,179.3; 3, T. A. Gold/W. Cave (Standard Pennant), 1,231.4; 4, Miss P. A. Moss/Miss A. Wisdom (Morris Minor 1000), 1,474.5; 5, W. H. Wadham/P. C. Wadham (Morris Minor 1000), 1,507.3; 6, C. Corbishley/P. Simister (Standard 10), 1,919.15; 7, B. A. T. Clark/D. C. E. Johns (Riley 1.5), 2,180.3; 8, D. A. Smith/J. Tynon (Fiat 1100), 2,244.2.

Production and Improved Touring Cars, up to 1,000 c.c.: 1, Miss P. A. Moss/Miss A. Wisdom (Morris Minor 1000); 2, W. H. Wadham/P. C. Wadham (Morris Minor 1000); 3, D. Barker/J. Beisham-Revell (Austin A35). **1,001-1,300 c.c.:** 1, D. A. Smith/J. Tynon (Fiat 1100); 2, F. P. Grounds/D. R. Grounds (Ford Anglia); 3, A. E. C. Hartnell/J. S. Bell (Ford Anglia). **1,301-1,600 c.c.:** 1, P. Harper/E. W. Deane (Sunbeam Rapier); 2, B. A. T. Clark/D. C. E. Johns (Riley 1.5); 3,

K. N. Lee/J. N. Sinclair (Riley 1.5). **1,601-2,600 c.c.:** 1, B. R. Waddilove/G. Wood (Jaguar 2.4); 2, E. Harrison/G. A. M. Baxter (Ford Zephyr); 3, A. C. Whatmough/N. Quick (Ford Zephyr). **Over 2,600 c.c.:** 1, E. Brinkman (Jaguar 3.4); 2, T. E. B. Sopwith/J. C. W. Goldthorpe (Jaguar 3.4); 3, T. H. Rowe/T. K. Dooley (Jaguar 3.4).

Special Production Touring Cars, and Normal and Modified G.T. Cars, up to 1,300 c.c.: 1, R. A. Gouldbourn/S. Turner (Standard Pennant); 2, T. A. Gold/W. Cave (Standard Pennant); 3, C. Corbishley/P. Simister (Standard 10). **1,300-2,000 c.c.:** 1, A. L. Yarranton/J. P. Taylor (Morgan Plus 4); 2, W. A. G. Goodall/J. Thomas (Morgan Plus 4); 3, R. Grant/J. L. Darwent (Triumph TR3). **Over 2,000 c.c.:** 1, D. G. Scott/K. Armstrong (Ford Zephyr); 2, L. O. Sims/H. Walton (Aston Martin DB2); 3, B. F. Mitten/G. R. Norton (Jaguar XK 140).

Ladies' Award: 1, Miss P. Moss/Miss A. Wisdom (Morris Minor 1000); 2, Miss M. Handley-Page/Mrs. L. Grounds (Sunbeam Rapier); 3, Miss P. Burt/Mrs. B. Neate (Alfa Romeo Giulietta SV); 4, Miss D. J. Freeman/Miss P. Bassett (Sunbeam Rapier).

Team Award: Standard No. 1, R. A. Gouldbourn/S. Turner (Pennant), T. A. Gold/W. Cave (Pennant), C. Corbishley/P. Simister (Standard 10).

CASTROL WINS

AT THE
R.A.C. RALLY
LADIES' AWARD

MISS PAT MOSS & MISS A. WISDOM
MORRIS MINOR 1000
also 5 out of 8 classes

(Subject to official confirmation)

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ALWAYS ASK FOR
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Club News

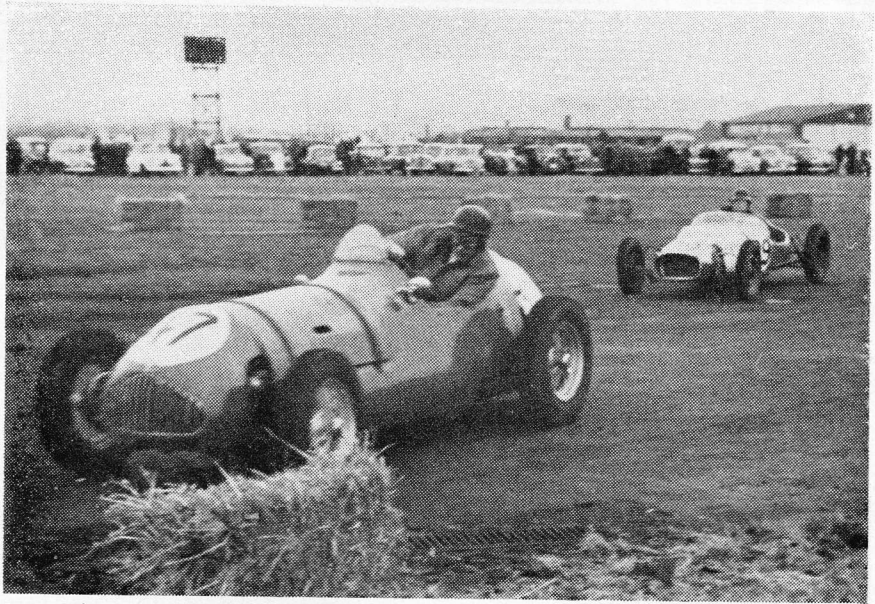
By MARTYN WATKINS

At the present rate of progress there'll be more motor clubs in the country than there are motoring types to join 'em. Latest to join the ranks are a group of people in Knutsford, Cheshire, who have banded together and, 83 strong so far, have formed the **Knutsford and D.M.C.** Application is being made to the R.A.C. for affiliation but it is intended that club events will generally be of a family nature, with the accent on treasure hunts, driving and navigation tests: one feels that it should be pointed out that navigation events have broken up more marriages than . . . ! However, the first outdoor event is a treasure hunt fixed for 13th April. Secretary is Maurice S. Carver, 113 King Street, Knutsford, and vehicles owned by members so far appear to range from a 1901 de Dion Bouton to a trio of Rolls-Royces: the car-park at "noggin and natter" times should be quite a sight!

THE RACING DRIVERS' ASSOCIATION—a sort of school for drivers with its own car that cropped up late last year, if you remember—has, it seems, made steady progress. Membership has increased to 30, the club has purchased the Rover-B.M.W. used for its sessions at Brands Hatch. It has been overhauled and three meetings have been held at Brands since: members' times have improved and the Association's best so far is 67.2 secs. by a New Zealander, D. Gouk. Equally determined was D. Mellon's 82 secs. in a blinding snow-storm!

LEPPING FOREST MOTORSPORT ASSOCIATION is back again with another show of motoring films in Lambeth Town Hall, Brixton Hill, London, S.W.2, on 21st and 22nd April, starting in each case at 7 p.m. The programme features a new Mercedes-Benz film *The Three-Pointed Star* which includes scenes from a great many races of yesterday, from the Merc. factories and from the test-tracks. Also included are films of Le Mans 1957, *Gears Through The Years*, *Vanwall Victory* and David Clarke's *G.P. of Rheims, 1957*. Admission is free and tickets are obtainable from the secretary, Stephen J. N. Wright, 203 High Road, Loughton, Essex.

SPEED tops the list this week—as indeed it should do, with the season in full swing in a few weeks' time. **South Wales A.C.** is running the first of its hill-climbs for the year at Castel on Easter Monday. Racing, if that's the right word, begins at two and there are classes for racing, sports and saloon cars. . . . The **Navigators Club** holds a social evening on 26th March at the East Herts County Club, Hall Lane, Watford Way, London, N.W.4. Starting at 8 p.m. will be a talk and lantern slides by a member of the staff of the Director of the Ordnance Survey—you know, the man who causes all your problems. Any newcomers to the club will be more than welcome. . . . **Gosport A.C.** has a talk by Alan Dakers, Aston Martin p.r.o., on 21st March at the Solent Restaurant,



SINGLE-SEATERS—but it's in Ireland, not over here. The picture shows W. Brankin in his 1.487 c.c. M.G. hotly pursued by J. Davidson, 1,172 c.c. Ford Special, at a recent 500 M.C.R.I. meeting near Belfast.

Coming Attractions

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

Sunbac Colmore Trophy Trial, Broadway, Worcestershire. Start, 10 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, Flints. Start, 12.30 p.m.

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.

April 4th-5th. M.C.C. Land's End Trial.

April 6th. East Anglian M.C. Autocross, Wolver Hall, Tendring, near Colchester, 2 p.m.
250 M.R.C. Sprint, Stapleford, near Chigwell, Essex.

April 7th. B.A.R.C. International Race Meeting, Goodwood, near Chichester, Sussex.

B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 12 noon.

Notts S.C.C. Race Meeting, Mallory Park, near Hinckley, Leics.

South Wales A.C. Hill-Climb, Castel Farm, Llangynydd, near Bridgend. Start, 2 p.m.

West Cornwall M.C. Hill-Climb, Trengwainton, near Madron, Penzance. Start, 2 p.m.

Liverpool M.C. Driving Tests, Dunlop Rubber Co., Speke, near Liverpool. Start, 2.30 p.m.

Lee-on-Solent (7.30 p.m.). Subject will, of course, be Aston Martins and there will be films of last year's 1,000 kms. Le Mans and G.P. of Europe. . . . **Huddersfield M.C.** has published regs for its seventh annual "Dusk 'Til Dawn" Rally on 12th-13th April. Invited clubs are Airedale and Pennine M.C., B.A.R.C., Brook Motors A.C., Darlington and D.M.C., De Lacy M.C. of Pontefract, Glossop and D.M.C., Ilkley and D.M.C., Lancs A.C., Leeds University M.C., M.G.C.C., North Midland A.C., Sheffield and Hallamshire M.C., Stockbridge and D.M.C., and Yorkshire S.C.C. Entries close on 4th or 8th April, the latter date meaning an increased fee, and go to J. B. Brierley, Thorpe House, Almondsbury, Huddersfield, from whom regs are available. . . . **B.A.R.C.** south-western centre holds its annual general meeting at the new headquarters, the Potter's Heron, Ampfield, near Romsey, Hants, at 7.30 p.m. on 26th March—a film show follows. . . . Next meeting of the **Association of Northern Car Clubs** will be held at the White Swan Hotel, Princess Street, Halifax, on 2nd April at 7.30 p.m. . . . The second annual Malvern Concours and motoring week-end is scheduled for 12th-13th September—a long way ahead, indeed. The event is sponsored by Malvern Council and organized in co-operation with the **Worcester, R.R.D.E. and Malvern Motor Clubs**. It's nice to see co-operation of this kind going on. The week-end includes a *concours d'élégance* and driving tests with social events: it is pointed out that Malvern is handy to Prescott, where the **Bugatti O.C.** holds a hill-climb meeting on 14th September, and to Madresfield, where the **V.S.C.C.** "rallies" on the same day. . . . **Allard O.C.** holds its annual general meeting at 24-28 Clapham High Street, London, S.W.4, at 8 p.m. on 26th March. . . . **Coventry and Warwickshire M.C.'s** next event is a closed rally on 13th April. . . . Regs are available for the **West Cornwall M.C.** Trengwainton hill-climb at Madron, near Penzance, on 7th April. Invited clubs are Bristol M.C.

(More Club News on page 378)

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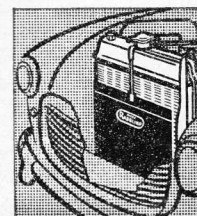


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Club News—continued

and L.C.C., Plymouth M.C., West Hants and Dorset C.C., London M.C., Hants and Berks M.C., Stroud and D.M.C., Taunton M.C., M.G.C.C., Burnham-on-Sea M.C., Torbay M.C., Newquay M.C., B.A.R.C., Seven-Fifty M.C., Midland A.C., and Yeovil C.C. Entries close on 2nd April and secretary, from whom regs are obtainable, is B. L. Ellis, 7 Merlin Place, Mousehole, Penzance. . . .

Nottingham S.C.C. holds a national open race meeting at Mallory Park on 7th April, entries closing on 27th March and going to A. Knowles, Leen Valley Dyeworks, Bulwell, Nottingham. . . .

250 M.R.C. points out that it still has a few vacancies for its Stapleford sprint on 6th April. . . . **Anglia and Prefect**

O.C. holds its annual general meeting at the Abbey Hotel, North Circular Road, Perivale, London, N.W.10, at 8 p.m. on 27th March, with a film show to follow. Next competition event is a closed rally on 30th March, regs being obtainable from Mrs. E. M. Steel, 590 Staines Road, Bedford, Middlesex. . . . **Exeter M.C.**

holds its "Rally of the Moors" on 29th-30th March, with starts at Taunton, Exeter and Plymouth. Regs are obtainable from F. D. Souter, 18 Fore Street, Heavitree, Exeter. Clubs invited are Bristol M.C. and L.C.C., Burnham-on-Sea M.C., Chard M.C., Cirencester M.C., North Cornwall C.C., Torbay M.C., Taunton M.C., North Devon M.C., Plymouth M.C., Yeovil C.C., West Hants and Dorset C.C., Bristol A.C.C.C., Exmoor M.C., Stroud and D.M.C., and the Devon and Cornwall centre of the M.G.C.C. . . . **Maidstone and Mid-Kent M.C.** national British Silverstone race meeting is to be held on 10th May, entries closing on 21st April. Regs are obtainable from the Club at P.O. Box No. 27, Maidstone, Kent. The Club points out that entries are accepted as they are received and those coming after the meeting is oversubscribed will be returned. . . . **Waterloo and D.M.C.** calendar for next month includes a photo-quiz on 1st April at the Seair Club, Church Road, Waterloo, Liverpool, at 8 p.m. and, on 20th April, a closed rally starting from the Bay Horse Hotel, Formby, Liverpool. . . . **Oxford M.C.** holds a closed event for novices, the "Tyrolean Rally", on 13th April: there will be a special award for experts but the premier pot goes to the best novice. It is a daylight event starting at 1.30 p.m. at City Motors filling station, Woodstock Road roundabout, Oxford. . . . **Sunbac** holds its Colmore Trophy

trial for trials and production cars on 22nd March, starting at Broadway at 10 a.m. . . . Leicester area of the **B.A.R.C.** holds a driving test meeting at the Mallory Park circuit on 20th April, starting at 2.30 p.m. Entries close on 14th April and regs are available from H. S. Bayley, 9 Vicarage Close, Kirby Muxloe, Leics. . . . **Association of Welsh Motor Clubs**

runs the Welsh Festival rally on 8th-11th May under a national permit. Five starting points are at Llandudno, Warrington, Kenilworth, Bristol and Cardiff, and rally mileage is about 1,300 in north, south and mid-Wales. Regs are available from J. S. Williams, 21 Churchill Way, Cardiff: there's a real money prize of £100 plus a pot for the winner. . . . General secretary of the **Special Builders C.C.**, Donald A. Snoad, has changed his address and, from last weekend, is Ground Floor, East, Inval Street Hilary, Haslemere, Surrey. He apologises for any snags that may have cropped up through a lapse in correspondence during the move. . . . **Plymouth M.C.** hold their annual Manor rally on 11th April, starting at the Elfordleigh Hotel, Plympton, at 8 p.m.: it is a closed night navigation event over about 100 miles. . . . Regulations are available for the **B.A.R.C.** south-western centre hill-climb at Brunton on 13th April. Invited clubs are B.R.S.C.C., Hants and Berks M.C., Vickers Armstrongs M.C., Esso (Fawley) M.C., Seven-Fifty M.C., West Hants and Dorset C.C., Gosport A.C. and Southsea M.C. Entries close on 5th April and go to W. R. Short, 5 Brownhill Road, Chandler's Ford, Eastleigh, Hants. . . . Also in line for the S.W. centre of the **B.A.R.C.** is a closed autocross at Dean Farm, Fareham, on 11th May, in which there may be a class for 500 c.c. racing cars if there's sufficient support: that should be really interesting!

PLYMOUTH "200" TROPHY TRIAL

THE Plymouth Motor Club held its annual "200 Trophy" Trial on 9th March, starting at Tavistock. The event consisted of seven observed sections which proved quite interesting in spite of the recent dry weather, one special test and a road section of approximately 15 miles. There were 16 competitors driving production saloon and sports cars.

Results

The 200 Trophy: G. S. Edwards (Dellow). **Best Opposite Class (Barton Trophy):** D. E. Algate (Renault 750). **Team Award:** G. S. Edwards, G. Smerdon, J. Skinner (Dellows).

BUGATTI WEEK-END

MR. L. J. ROY TAYLOR, Chairman of the Bugatti Owners' Club, was in the happy position of announcing at the annual luncheon and prize presentation at Coventry recently, that this year he need not make any appeals. The Club, he said, was in a good financial position—provided they were not too complacent about members.

Among the guests he welcomed to the luncheon were Tony Marsh who, he suggested, looked like becoming an almost perpetual Hill-Climb Champion, and Max Trimble, making a recovery from his crash last year.

Prizes won at Prescott during the 1957 season were presented by Mr. Rob Walker who was, in turn, presented with a replica of a Bugatti radiator, for being the entrant of the winner of the Staniland Trophy at Prescott three years in succession.

Peter Stubberfield took the Jean Bugatti Trophy, and Michael Christie the Victor Ludorum award, while R. B. James collected the 500 c.c. championship.

As usual there was a good turn out for the *Concours d'Élégance* in which awards are given for the best-kept cars.

Results

George Harris Challenge Cup, best-kept Bugatti Type 50 onwards, excluding Types 51, 54 and 59 (the racing models): J. Morton-Entwhistle (Type 57). **Taylor Trophy, best-kept Bugatti G.P. or racing car:** A. W. Rippon (Type 37A). **Jacques Cup, best-kept closed Bugatti:** J. Morton-Entwhistle. **Best-kept car of any make other than Bugatti, registered and driven to the Rally:** Alick Pitts (Bentley 4½-litre, supercharged). **Scuderia award for minimum of two cars of any one make, owned by the entrant or immediate family, registered and driven to the Rally:** J. Morton-Entwhistle and Dr. Ian Morton-Entwhistle (Type 39).

**SOUTHSEA MOTOR CLUB
JUBILEE DINNER**

A RECORD number of guests attended the Jubilee Dinner of Southsea Motor Club held at Southsea on 7th March. Many founder members were present to hear the club president, Mr. A. C. West, O.B.E., recount how, from modest beginnings in 1933, the club was now one of the leading in the country and had produced many members who have won renown in national and international events. After dinner, the awards for 1957 were presented by Mrs. A. C. West, wife of the president. The Victor Ludorum Trophy was won by Robert Laurie, who did not start competition motoring until he joined the club two years ago.

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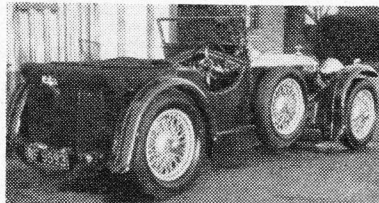
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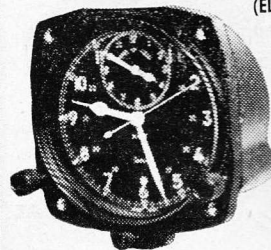
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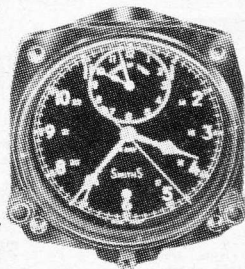
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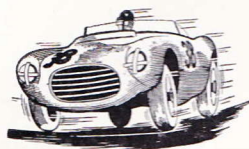
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