

AUTOSPORT

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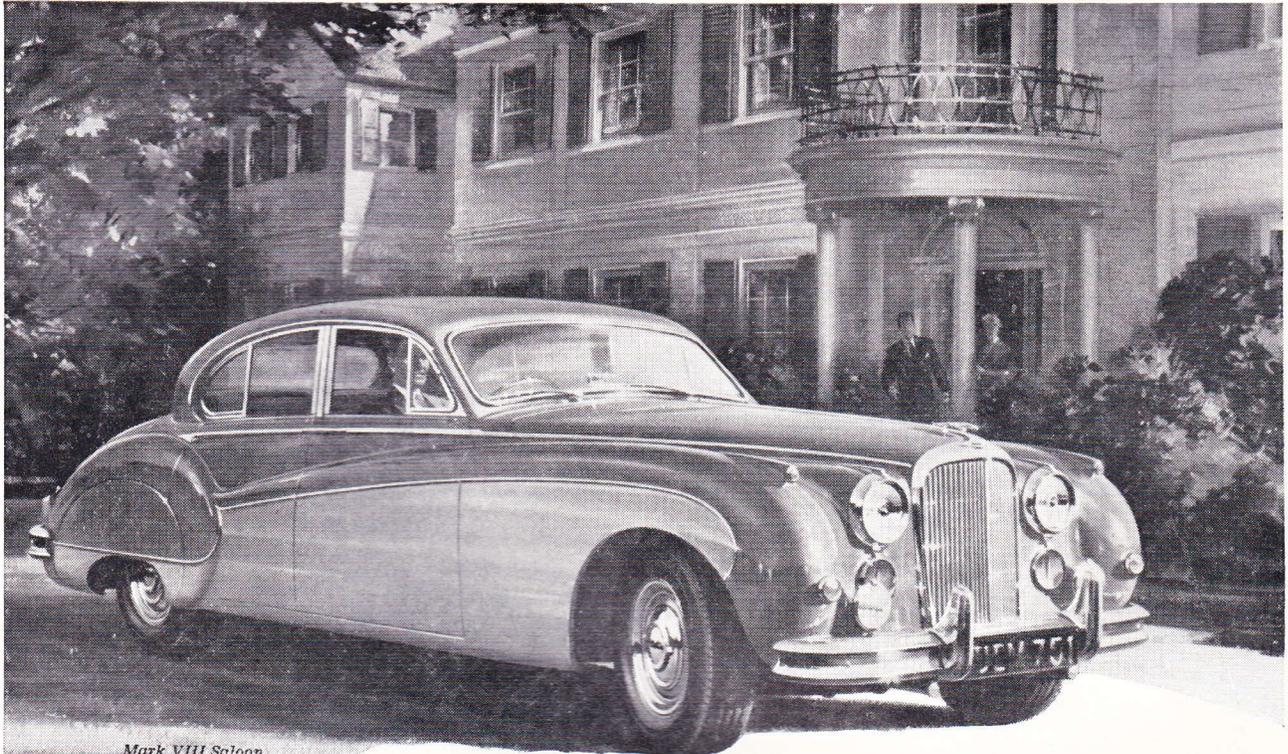
BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

EASTER HOLIDAY RACING AT GOODWOOD, BRANDS HATCH AND MALLORY PARK
JOHN BOLSTER TRIES THE MONOPOLE PANHARD : NEW 100 M.P.H. YORKSHIRE CIRCUIT

*Mark VIII Saloon*

On choosing a **JAGUAR**

The choice of Jaguar models is now wider and more varied than ever before — ranging from the spacious elegance of the Mark VIII Saloon to the compact efficiency of the XK150 sports series — with the new 2-4 and 3-4 saloons offering many of the outstanding attributes of both. Whatever the preference that determines your choice you can be sure that every model in the range has these things in common — outstanding performance, exceptional road-holding and the highest degree of safety . . . essential characteristics that have made Jaguar admired and desired throughout the world. Every model in the range is available with Automatic Transmission and, with the exception of the Mark VIII, with disc brakes.

London Showrooms: 88 PICCADILLY, W.1

*3-4 Litre Saloon*

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Vol. 16 No. 15

April 11, 1958

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CONTENTS

	Page
Pit and Paddock	450
Sports News	451
50th Anniversary Lands End Trial	453
John Bolster Tries the Monopole Panhard	454
Mixed Bag at Brands Hatch	456
Mallory Park Easter Egg	459
New 100 m.p.h. Yorkshire Circuit	460
Easter Parade	462
South African Commentary	470
Hartwell Cup Trial	472
Club News	473
Trengwainton Hill-Climb	474

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EDITORIAL

A TRUE SPORTING EVENT

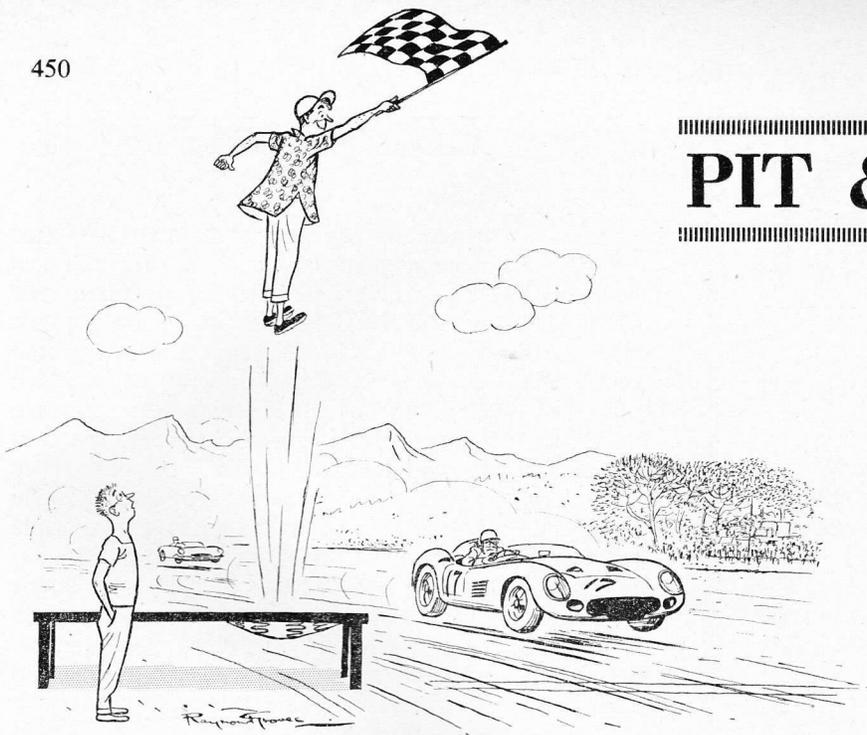
WITH no regulations regarding maximum permitted speeds between two points, the International Acropolis Rally, organized by the Royal Automobile Club of Greece (ELPA), remains probably the last of the really sporting rallies. It is a superbly organized event, held over some of the most difficult terrain which is to be found in any of the Touring Championship rallies, and its progress is followed closely by the local inhabitants. Prestige for participation, and much more for success, makes it a great pity that the Internationally supported entry from 16 nations did not contain a single one from Great Britain, with the exception of a works-entered Triumph driven by the French girls Annie Soisbault and Lise Renaud. The Greek market could be a particularly lucrative one: British cars are popular, but have to compete with high-pressure salesmanship from other countries. National representation in such a widely publicized event as the "Acropolis" would surely bring its reward in increased sales, and more confidence in our products. It is to be hoped that things will alter for the 1959 event. Provisional results show that outright victory went to Luigi Villorosi and Basadonna in their Lancia Gran Turismo, with Pezmazoglou, the local G.M. distributor, runner-up in his almost miraculously driven big Chevrolet. In third place was a fantastically quick Volvo, followed by Papamichael in the XK 140 Jaguar, formerly the property of H.M. King Paul of Greece, and then Meier in the new Auto Union "1000". To the French girls in their TR3 went the Coupe des Dames.

DEBACLE AT GOODWOOD

ONCE again the B.R.M.s flattered but to deceive. Before seven laps of the 100 miles Glover Trophy race both were out—Behra's wrecked against a wall, and Shell's with brake failure. Despite the efforts of Stirling Moss in Rob Walker's Argentina-winning Cooper, Mike Hawthorn in the V-6 Ferrari sailed on to one of the easiest victories he has ever recorded. Mike never made a single mistake, and the 55,000 or so people present witnessed disciplined Grand Prix driving at its best. As Mr. G. A. Vandervell has so often stressed—one must not, and cannot afford to, underrate the red cars. Hawthorn's performance with the singleton Ferrari must certainly provide all other F1 contestants with plenty of food for thought! In the main sports car race, the appearance of a brand-new V-6 2-litre Ferrari was a surprise, and Peter Collins showed that this, too, could be a serious challenger to much larger machinery, although gearbox trouble hampered him in the closing laps.

OUR COVER PICTURE

FIRST SPOILS of this year's Formula 1 season have gone to Mike Hawthorn and Enzo Ferrari. Mike, driving the V-6 works-entered car, won the Goodwood "100" race for the Glover Trophy on Easter Monday from Jack Brabham in the works 2-litre Cooper-Climax. Stirling Moss and Hawthorn shared a new course record, the former driving Rob Walker's 2-litre Cooper with which he was victorious in the Argentine.



PIT & PADDOCK

REG PARNELL will be taking a team of Aston Martins to Sicily for the Targa Florio—a World Championship event.

JEAN BEHRA and Harry Shell are probable drivers for the new Porsche "1800" at Le Mans and Nürburgring.

THE *Chequered Flag* racing team has made 11 starts this season: score out of that total is three firsts, four seconds, one third, two fourths and one fifth!

NEW FERRARI FOR MONZA "500"

ENZO FERRARI has approved the construction of a very special single-seater for the Monza "500" race on 29th June, 1958. This car has been specially designed for track work, and will be capable of exceeding 200 m.p.h. The

HANS SANTEN is organizing a special Vredestein luggage service at Nürburgring for all Tulip Rally competitors.

THREE Meadows Friskysports are taking part in the Liège-Brescia-Liège. Denis ("The Beard") Jenkinson will co-drive in one car with designer Gordon Bedson.

PERFORMANCE of Peter Collins's experimental 2-litre V-6 Ferrari at Goodwood indicates that Scuderia Ferrari may shortly go all six-minded.

BRIAN NAYLOR has entered his new J.B.W.-Maserati for the Spa Grand Prix on 18th May, and has been accepted.

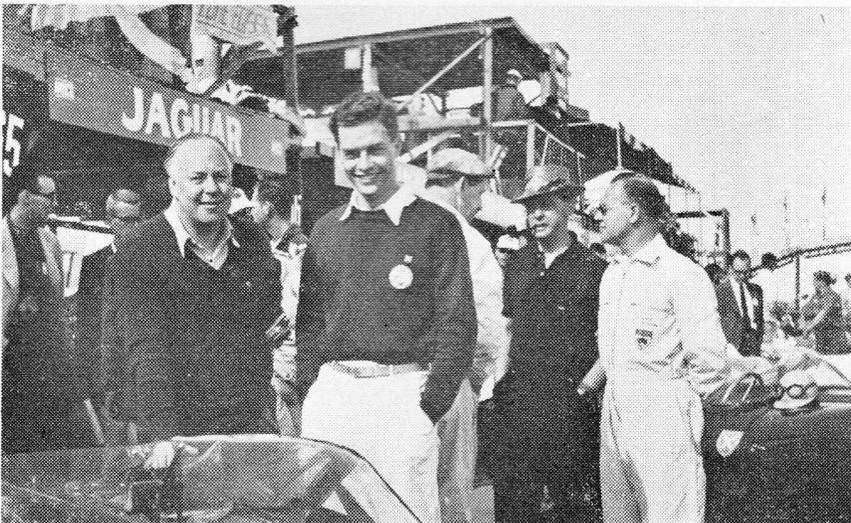
AUTOSPORT 1957 Champion, Ian Walker, is partnering John Patten in a 1.5-litre Riley for the "Tulip". Incidentally "Shaun Scott" recently arrived to Mr. and Mrs. Walker!

HAWTHORN stepped out of his winning Ferrari with absolutely spotless white overall trousers. The I.T.A. TV detergent advertisers should have been on the spot!



SEBRING SCENES: Celebrating his class victory in the Florida 12 Hours Race is Duncan Forlong with his A.C.-Bristol. Four A.C.s started and all four finished.

BEFORE the start (left) are David Murray and Ron Flockhart, with "Wilkie" in white overalls behind them.



machine will receive its high-speed testing at Monza within the next week or so. Driver will probably be Luigi Musso. It is considered quite likely that one other machine will be constructed, to be driven either by Mike Hawthorn or Peter Collins. Officine Maserati may also produce cars for the event, for which 10 U.S.A. "Indianapolis" machines will be shipped over. An invitation will also be extended to the popular "Ecurie Ecosse".

SPORTS NEWS

THE "AUTOSPORT" SERIES PRODUCTION SPORTS CAR CHAMPIONSHIP, 1958

AT a meeting on 1st April of the organizing panel of the 1958 AUTOSPORT Series Production Sports Car Championship, several makes of car were submitted for homologation. It was decided that cars of under 700 c.c. will be permitted to run in the 1,000 c.c. class, provided that race promoters are satisfied that the machines are fast enough not to cause undue baulking. The three-cylinder Berkeley "500" with Excelsior engine has now been homologated for the series. The latest-type Turner "950" has also been approved.

The 2-litre Frazer-Nash is acceptable with the conditions applicable to Appendix J. The Austin-Healey 100S has also been accepted with full-width wind-screens, etc. Another homologation is the Fairthorpe Electron with 1,100 c.c. Coventry Climax engine and Grand Touring specification.

Owing to these changes, the closing date for entries has been extended to 21st April, 1958.

Amongst the interesting entries received are a team of Lotus Elites, entered by Ian Walker, John Lawry and R. E. Richardson (driver Keith Hall); three Elva Couriers by Peter Gammon, Tom Barnard and Pat Fergusson; the Rudd Racing Team of A.C.-Bristols (Don Levy, E. N. Whiteaway and Mike Anthony). The Couriers will face fierce opposition from M.G. and Burke's Porsche Carrera. Jacobs's latest-type "A" will probably be driven by Alan Foster.

Best-supported category is the over 1,600 c.c. class, with A.C.-Bristol, A.C.-Ace, Morgan, Jaguar and Triumph.

The "Autosport" Series-Production Sports Car Championship, 1958

First List of Accepted Entries

Class 1 (up to 1,000 c.c.): Jon Goddard-Watts (Berkeley "500"); R. A. Jameson (Berkeley "500"); Austin Nurse (Turner "950"); B. A. N. Gilbert (Turner "950"); J. P. Baldam (Turner "950").

Class 2 (1,001-1,300 c.c.): Brian Seagrove (M.G. TF); Ian Walker (Lotus Elite); John Lawry (Lotus Elite); R. E. Richardson (Lotus Elite); D. J. Calvert (Alfa Romeo Giulietta).

Class 3 (1,301-1,600 c.c.): Robert Vincent (M.G.A.); R. W. Jacobs (M.G.A.); D. W. Routledge (M.G.A.); R. Butler (M.G.A.); J. Hayles (M.G.A.); G. D. Beedie (M.G.A.); T. Entwistle (M.G.A.); Chris Tooley (M.G.A.); C. Shore (M.G.A.); John Burke (Porsche Carrera); J. P. Fergusson (Elva Courier); Peter Gammon (Elva Courier); Tom Barnard (Elva Courier).



CENTRE of attraction in the paddock at Goodwood last Monday was Peter Collins's special-bodied Ferrari—straight from the Geneva Show!



NOW being marketed by Les Leston is this new-type crash-hat, which gives increased protection to the vulnerable temples of the head.

Class 4 (over 1,600 c.c.): P. J. Sargent (Jaguar XK 120); R. F. North (Triumph TR2); Ian Taylor (Triumph TR2); Michael Harn (Triumph TR2); J. O. Beard (Triumph TR3); L. B. Mayman (Morgan Plus Four); M. Sharp/Dick Protheroe (Austin-Healey 100S); C. R. Hanson (Austin-Healey 100S); A. G. M. Kellert (Austin-Healey 100); Michael Bowling (Austin-Healey 100); David Shale (Austin-Healey 100-6); W. A. W. Bemrose (Austin-Healey 100-6); Mike Anthony (A.C.-Ace); E. G. Kemp (A.C.-Ace); Herbert Jones (A.C.-Bristol); Don Levy (A.C.-Bristol); T. G. Cunane (A.C.-Bristol); John McKechnie (A.C.-Bristol); R. C. Green (A.C.-Bristol); E. N. Whiteaway (A.C.-Bristol); Herbert Jones (A.C.-Bristol); W. E. Wilks (Frazer-Nash); Michael Bond (Frazer-Nash); John Dashwood (Frazer-Nash); Peter Sutcliffe (Frazer-Nash).

"Autosport" Series-Production Sports Car Championship—1958 (Placings after Mallory Park)

	Pts.
1. D. Protheroe (Austin-Healey) ...	9*
2. B. A. M. Gilbert (Turner) ...	8
K. W. Mackenzie (M.G.A.) ...	8
4. A. J. Nurse (Turner) ...	6
C. R. Hanson (Austin-Healey) ...	6
6. P. J. Sargent (Jaguar XK 120) ...	4

*Includes 1 point for fastest race speed.

SWEDEN'S MIDNIGHT SUN RALLY

ENTRY forms and regulations are now available for K.A.K.'s Swedish Rally to the Midnight Sun, 9th-14th June—a European Touring Championship event. The road section starts from Saltsjöbaders on 11th June, arriving the following day at Östersund. Total length is 2,000 kilometres (about 1,250 miles). Included are several special stages: the route will remain secret until the start of the event. Eligible cars are normal and improved series vehicles, categories 1 and 2, and 4 and 5.

TEENAGER WINS TROPHY IN HER FIRST CLIMB

FOLLOWING a most successful attempt by the Tanga Motor Club to introduce motor sports into Tanganyika at their race meeting last January, a large section of the multi-racial population was offered volumes of thick dust, a blazing sun and the thrills of the club's second hill-climb.

Ninety per cent. of Tanganyika's so-called first-class roads are little more than tracks testing both cars and drivers to the limit under normal conditions. When wet they would make the average trials track in Great Britain appear paved and surfaced.

That is just normal day-to-day driving. When one turns that into sport some timing must be introduced and one of the worst of the many hills chosen.

For this event the club chose a vicious hill road to a private house, 880 yards long in the form of a large "S" and a rise of 400 feet with gradients in places as much as 1 in 6.

Heavy rain a few days before had washed deep ruts into the track and it was hastily re-gravelled the previous day making it, as one competitor put it, "Like ice and tricky at the corners".

A teenager, Miss Valerie Flett, of Mombasa, gave the hard-bitten and experienced drivers of the club somewhat of a shock when, with her brilliant driving



PRESENTATION of the Peter Reece Memorial Trophy, for the best performance by a British driver in the Lyon-Charbonnières Rally, was made after the event by AUTOSPORT'S Editor to John Gretener (left).



and the first time on any hill-climb, she romped home with the trophy for standard production cars under 1,600 c.c., driving a Volkswagen up the hill in 1 min. 7.5 secs.

Driving the same car in a second event she was only 2 secs. behind the fastest car, a Mercedes driven by David Lead.

Not content with this success she borrowed an M.G. TF which she had never driven before and knocked seconds off each successive run until she was only 2 secs. behind the winner of the under 1,500 c.c. sports car event, David George in the same car.

While Valerie Flett and one or two other youngsters got their fair share of attention the main interest was centred on the sports cars.

The surprise of the day was provided by Hittersey, who though he had done well during the race meeting had never done a hill-climb with the club, driving a Triumph TR3, winning the Fastest Car of the Day trophy and breaking the track record by 0.3 secs.

The record had previously been held by the club's chairman, Ian Craigie, in a Jaguar XK 120, having created the record at the first meeting, which was in the form of a try-out. Hittersey's time was 58 secs. flat.

Most of the large cars skidded badly on the corners and exhibited a considerable amount of tailwag. The advantage of front-wheel drive on this climb was more than demonstrated by Morif. Driving a DKW, he cornered without any skidding but was still unable to improve his own best run of 1 min. 8.3 secs.

One of the club's star drivers, Hutchence, of Mombasa, driving his deadly Porsche, had bad luck during a trial run when he went into a nasty skid and hit the bales, damaging his car slightly. A certain amount of mechanical trouble was also causing him some anxiety. Nevertheless, he managed to make his best run in 58.7 secs., with the only other lady driver, Cicely Gavaghan, hard on his heels in a Jaguar XK 120.

Results

Fastest Car of the Day: Hittersey (Triumph), 58 s. **Standard Cars up to 1,600 c.c.:** Valerie Flett (1 m. 7.5 s. **Standard Cars up to 2,600 c.c.:** Lead (Mercedes), 1 m. 5.5 s. **Sports Cars up to 1,500 c.c.:** George (M.G. TF), 1 m. 2.7 s. **Sports Cars up to 3,000 c.c.:** Hutchence (Porsche), 58.7 s. **Sports Cars over 3,000 c.c.:** Hittersey (Triumph TR3), 58 s. **Formule Libre:** Craigie (Jaguar XK 120), 58.5 s.

VILLORESI (LANCIA) WINS "ACROPOLIS". COUPE DES DAMES FOR ANNIE SOISBAULT (TRIUMPH TR3)

From GREGOR GRANT

Athens, 6th April.

THE Sixth International Acropolis Rally, which concluded on 6th April with the Mount Parnes hill-climb, was won outright by Luigi Villorresi/Basadonna (2.5 G.T. Lancia). This was easily the most difficult of the series, and of the 60 starters, 27 abandoned and only five reached Athens unpenalized. Results were strongly influenced by times on the speed hill-climbs at Ritsona and Parnes, and the circuit regularity tests at Tatoi. A system of marking was adopted, whereby competitors who were three per cent. faster than those in the next lower class, six per cent. in the next again and so on, obtained zero marks and penalized the remainder.

It was Villorresi's superb driving on the circuit which enabled him to pull back points lost to Papamichael (Jaguar XK 140) and Pezmazoglou (Chevrolet) on the Ritsona hill-climb. The two last-named were unpenalized at Athens, also Andersson (Volvo), Meier (Auto Union

DEBUT of the new Jaguar XK 150 open two-seater was at the New York show which opened on 5th April. Over 100 British cars were exhibited, and the orders for all makes were almost overwhelming in number.

"1000") and de Langeste (Peugeot 203 Special). Pezmazoglou's handling of his huge, Corvette-powered Chevrolet was admirable: Papamichael lost his chance of victory with clutch-slip on the Parnes hill-climb, where Guiraud crashed and lost a front wheel on his Peugeot "403". Annie Soisbault/Lise Renaud (Triumph TR3) made only one mistake—they were 2 mins. early at Verria. Although there were no restrictions as to average speeds between points, it was forbidden to enter the 100 metres control area more than five minutes ahead of time. Anyway the French girls won the strongly disputed Coupe des Dames, Annie defeating Frau Meinecke (Porsche Carrera), Mme Adossidou (Mercedes) and others in both hill-climbs.

Trieste starters had a difficult passage owing to heavy flooding in Jugoslavia. A full and illustrated report of this, probably the finest of all sporting rallies, will appear in next week's issue.

Provisional Results

(General Classification)

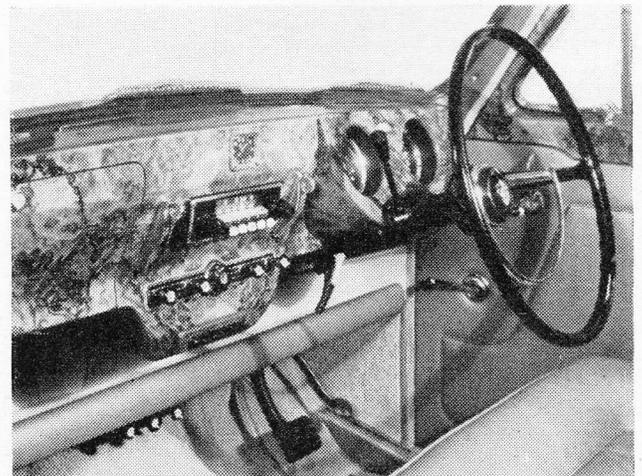
1. Villorresi/Basadonna (Lancia), 4,003 points.
 2. Pezmazoglou (Chevrolet), 9,100.
 3. Andersson/Wouter (Volvo), 10,400.
 4. Papamichael/Mourtzopoulos (Jaguar XK 140), 14,300.
 5. Meier/von Schrotter (Auto Union 1000), 15,921.
 6. Michos (Alfa Romeo Giulietta S.V.), 30,800.
- Coupe des Dames:** Annie Soisbault/Lise Renaud (Triumph TR3).
Entries 76. Non-starters 16. Classified 33.

FORDS FOR THE "TULIP"

EDGIE FABRIS, competitions manager of Fords of Dagenham, has announced the following two teams for the 1958 Tulip Rally which starts on 26th April. Team "A": Cuth Harrison/John Harrison (Zephyr modified); Denis Scott/Ken Armstrong (Zephyr modified); Edward Harrison/Bill Fleetwood (Standard Zephyr). Team "B": Anne Hall/Cherry Osborne; Gerry Burgess/Sam Croft-Pearson; Gregor Grant/Cliff Davis—all modified Zephyrs.

A TEAM of three Ford Zephyrs equipped with Borg-Warner automatic transmission will race at the Daily Express Silverstone meeting next month.

SPECIAL version of the Austin A105—the "Vanden Plas" model—is now available. With "coach-built" interior which includes walnut facia, it costs £982 10s., plus £492 12s. P.T. Incidentally, the A105 is now available with floor-mounted gear-change as an alternative to the column-mounted device or Borg-Warner automatic transmission.





IMMACULATE 1926 3-litre Bentley of Phillip Mann grew dusty but far from downhearted. Here, the car swings round the hairpin on the Blue Hills Mine section of the trial.

EVERY year a remarkably large number of enthusiasts seem to take a fiendish delight in leaping into their motor cars, driving off to Land's End and, on the way, motoring up everything there is to be found in the way of impossible hills.

You might not realize it, but last week-end off they went as usual—for the 50th year. Yes, it was the M.C.C. Land's End Trial's 50th anniversary, and to mark the event as a link with the past a separate run was incorporated for members of the V.S.C.C. and Vintage M.C.C. driving vintage cars and motor cycles over one of the old routes.

Starting points for this year's trial were Longford, Middlesex, Launceston and Kenilworth, and nearly 400 cars and motor cycles journeyed down to Newquay by way of Taunton and some of the names that are practically engraved on the hearts of the long-distance trials fans—Stoney Street, Station Lane, Beggar's Roost, Darracott, Bude, Crackington, New Mill, Hustyn and Blue Hills Mine, where our photographer waited to catch the competitors. In one of our pictures the old part of the hill which was, in fact, used again by the vintage entrants can be seen branching off to the right.

Oldest car taking part in the trial was H. F. Wood's 1910 Rolls-Royce Silver Ghost, a London starter.

50th Anniversary Land's End Trial

Separate Event for Vintage Machines



LEAVING the restart of section two of the "Mine" is H. R. Goodson's Standard 10. On the right is the old hill.



HAPPY SMILE from P. J. Saunders as he rounds the hairpin on his 1926 30/98 Vauxhall with no difficulty.

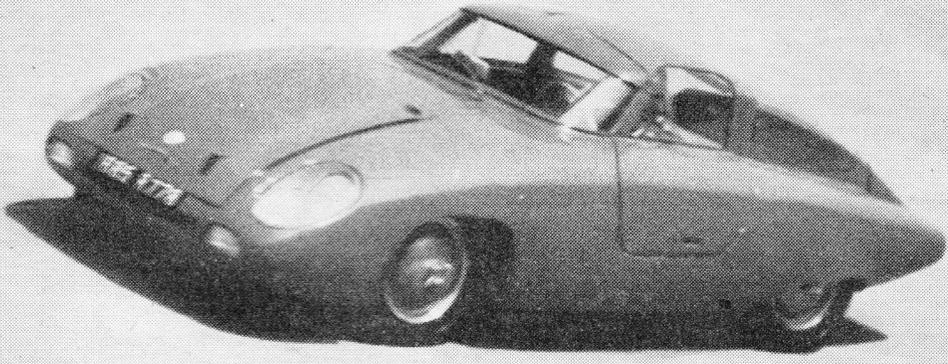


MUD-SPATTERED, A. E. Cleghorn's Dellow swings round one of the artificial bends at Blue Hills Mine.



ON THE SECOND of the "chicanes" is D. J. C. Bowles in his Renault 750, with help from the rear engine.

AT SPEED on the Monthéry banking. Bolster was greatly impressed by the little car's smooth-riding qualities. Maximum speed could not be determined, but over 107 m.p.h. was recorded.



JOHN BOLSTER TRIES

THE firm of Panhard et Levassor is one of the oldest motor manufacturing establishments in the world. It had, in fact, been selling cars for many years when my 1903 "Brighton" model was delivered. Having been regarded as somewhat conservative up to 1939, Panhard created a real furore when the Dyna was announced after the war. A flat-twin air-cooled engine seemed a most unlikely power unit for a high-performance saloon.

Yet, the Dyna Panhard has gone from strength to strength, and is now recognized as being a fast, roomy and economical car of considerable character. The combination of the very short two-cylinder engine with front-wheel drive ensures that virtually the whole of the platform space can be used for passengers and luggage. That is why the Panhard is so popular as a Paris taxi.

Entirely different are the sports and racing versions of the basic design. Here, the latent possibilities of the light and fundamentally well-balanced engine may be exploited to the full, and the list of Panhard competition successes over the last 10 years is too long for publication. Perhaps it is at Le Mans that the Panhards are most impressive, and no spectator can ever forget the immense speed and the shattering exhaust note of these tiny projectiles. In particular, the superbly streamlined and extremely low blue coupés called "Monopole" are spectacular both in appearance and performance. As I have watched them flash down the straight at a full 115 m.p.h., I have often wondered what it would be like to handle such an unconventional but effective car.

Thus, an invitation to do that very thing at Monthéry filled me with excitement. Pierre Hémar, the racing driver, delivered the machine for me, and we were soon engrossed together in its technicalities. Although the body is strictly competition type, and the engine is tuned to the point where it can be regarded as a racing unit, the specification still follows that of the standard model astonishingly closely.

The 750 c.c. flat-twin air-cooled engine is carried ahead of the front hub centre line. It is constructed largely of light alloys, and has roller bearing big ends. The inclined valves have torsion bars instead of springs to return them to their

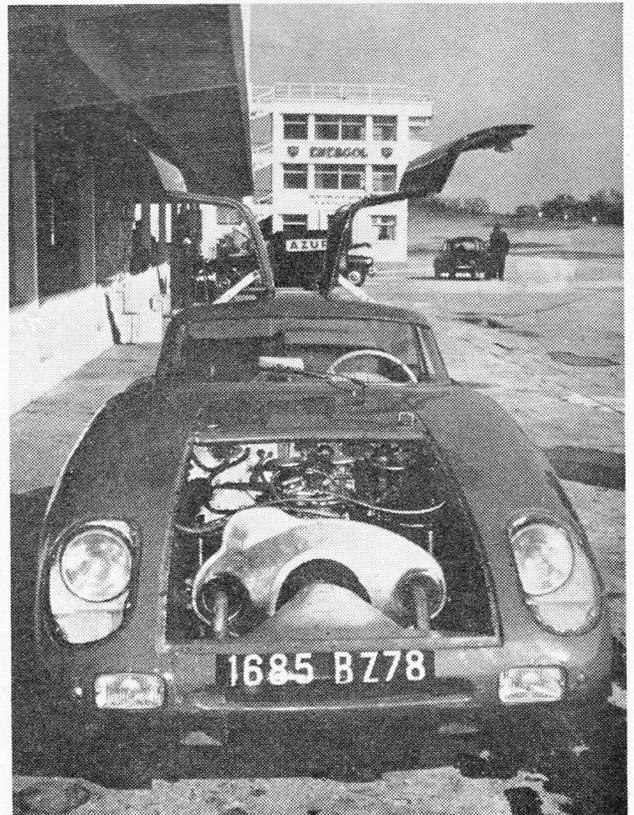
the Monopole Panhard

seats, and an oil-pressure operated device sets the clearances hydraulically. The valves are inclined, and are operated by pushrods from a camshaft in the crank case. Cooling is by a ducted turbine, a racing feature that is now standard. This potent engine drives a four-speed close-ratio gearbox through a single dry plate clutch. All the speeds are indirect, and fourth is an overdrive. The power is transmitted to the front hubs through universally jointed shafts. The independent front suspension is by a pair of superimposed transverse leaf springs. Behind, the wheels rotate upon a V-shaped tubular member, which is perhaps not strictly

cedes-style gull-wing doors. There is more room than one would expect once the seat has been attained, and the visibility is good forward, though the plastic side windows and tail section are not all that transparent. The steering wheel is set well forward for an extended arm driving position, but the gear lever hangs from the dash and works "backwards".

The engine starts instantly on the starter, but it is not easy to move off on the high first gear, and some nursing of the accelerator is necessary or the engine will "fluff". There is really very little power below 4,000 r.p.m., and then sud-

★
LOW BUILD and smooth wind-cheating lines are well shown in this view. The very forward location of the engine with its large cooling ducts is also illustrated.



★

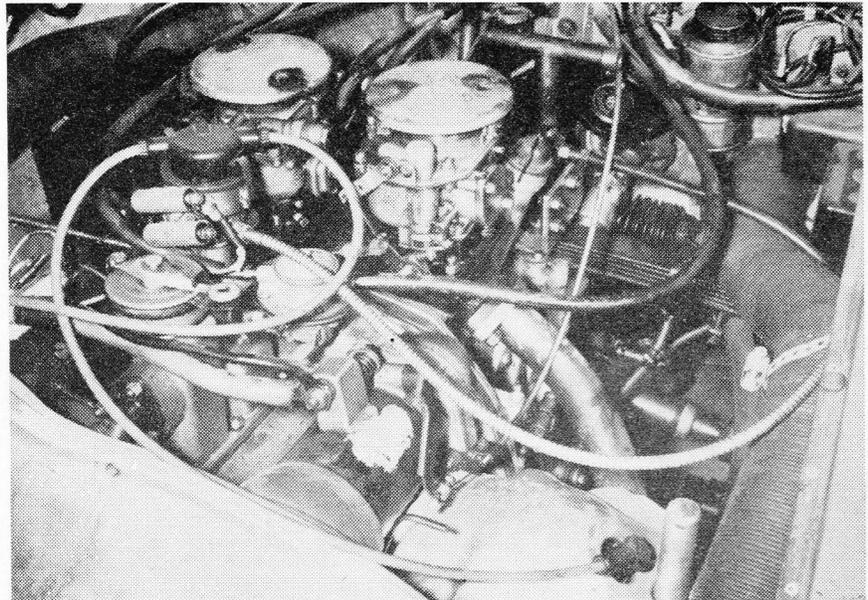
BOTH carburettors are of twin choke type and are of immense size. There is very little power below 4,000 r.p.m., but at that point the engine really takes hold.

denly everything happens. The engine really takes hold, the revs build up and up, and the exhaust emits a stupendous roar. At over 6,000 r.p.m., the unit is quite remarkably smooth.

The gears are all very high, and I was well up the Montlhéry banking before I put in the fourth speed. I was immensely impressed at the way in which the light little car rode the bumps, and I had no hesitation in driving flat out straight away. It was an extremely satisfying sensation to swoop round high up on the banking, and the twin-cylinder engine seemed to revel in its work, though the noise was immense.

It was impossible to determine the absolute maximum lap speed, because the centrifugal force on the banking seemed to upset the carburetter floats—a common trouble on this track. Nevertheless, over 107 m.p.h. was recorded, in spite of some misfiring. After that, it is easy to believe in that 115 m.p.h. at Le Mans. What a speed for a 750 c.c. coupé!

Later, I tried the machine on the road circuit. The misfire was gone, and I was able to get full revs whenever I wanted them. I cannot pretend that I found the Monopole an easy car to drive, but I was improving all the time. The gear-change needs knowing, and until the unusual movement of the lever is mastered, one cannot get the best out of the car,



for constant gear changing is necessary to keep up the revs. However, the close ratios enable one to do this.

Cornering, again, is something that needs learning. At first, I tended to be inexact in my placing of the Monopole on the bends. As with most front-wheel driven cars, things go better if a fairly wide throttle opening can be maintained right through the corner. It is too much to expect to obtain complete mastery over such a car in one afternoon. Nevertheless, by the time that I reluct-

antly handed her back to Pierre Hémard, I was beginning to feel quite at home in the little blue racer.

The two-cylinder Panhard has had a very long racing career, but it is still sensationally fast for a 750 c.c. machine. The Monopole, which is the fastest of the special versions, is an unconventional but extremely effective small sports-racing car. It is a machine of immense character, and I shall for long remember that satisfying swoop round the Montlhéry banking—and the noise!

TONY MARSH AGAIN FASTEST AT RHYDYMWYN

THE Wirral Hundred Motor Club held their start-of-season sprint trial on Saturday, 29th March, at their little Welsh circuit with the unpronounceable name.

During practice the course was both wet and greasy, making fast driving extremely tricky; so, to his cost, found Jock Sinclair who, losing the 1,500 Connaught on the left-hander entering the main straight, revolved in a fashion most amazing to behold, removing the timing gear *en route*. But for the fact that the timekeeper, having had some before, had ordered the removal of his caravan some 12 ft. back, so that only its glass nose was visible out of the heavy walls of a bomb dump, that would have gone too!

The first runs, still on a very wet track, brought more than their share of troubles. F. B. Williams, driving the Norris Special, nearly broke the "revolution" record, three times before the Esses and twice afterwards! Jim Berry, in the E.R.A. Special, took to the grass on entering the long straight, the car buck-jumping high into the air with some two feet of daylight being clearly seen between rear wheels and ground! H. C. Bramley, A.G.S., also found Sinclair's spot, but on this occasion the "timing" equipment remained undisturbed.

Others to have "moments" included Mrs. J. P. Laughton (M.G.), who spoilt an otherwise faultless run when she left the track at Coppice, and Alec Newsham, whose TR2 spun over 100 ft. on to the grass before the hairpin.

Now for the separate classes, in which the second runs were in each and every case a "deal" faster. This was due to some semblance of dryness in the late afternoon. Event 1, for sports cars up to 1,250 c.c., was taken by C. D. Hill (Elva-Ford) with a time of 1 min. 32 secs. compared with second man W. D. Needham (Austin) in 1 min. 37.5 secs.

In event 2 (sports cars up to 1,250 c.c. (S) or 1,500 c.c. (U/s)), A. E. Marsh's Lotus-Climax scored with 1 min. 26 secs. compared with H. M. Sinclair's Connaught in 1 min. 27.4 secs., while in the unlimited sports cars class, first place produced a tie between the "C" types of G. Tyrer and A. C. Barrett Greene, two old Rhydymwyn rivals, in a time of 1 min. 26.6 secs. Third place went to J. Randall in a Lister-Bristol with 1 min. 28.4 secs.

Events for racing cars up to 1,250 c.c. (U/s) produced a B.T.D. run when A. E. Marsh, in a full power effort with the hill-climb Cooper twin, turned in a time of 1 min. 20.2 secs.—some 7 secs. faster than the second man, R. Thomas (J.P.-Vincent).

Event 6 was for racing cars up to 1,250 c.c. (S) and 1,500 c.c. (U/s), and D. Haigh, in a blown Cooper twin, took this class when he recorded 1 min. 26.4 secs. to H. M. Sinclair's Connaught in 1 min. 29.4 secs. Next was an event for unlimited racing cars, and for this, out came J. Berry's E.R.A. Special, which clocked 1 min. 24.4 secs. against A. C. Barrett Greene's "C" type's time of 1 min. 28.4 secs.

The two pursuit races, each over four laps, were a gift to A. E. Marsh, who, driving first the Lotus and secondly the

Cooper, vanquished H. M. Sinclair's (Connaught) by 9 secs., and then J. Berry (E.R.A. Special) by some 16 secs.

FRANCIS PENN.

"ALL FOOLS" RALLY

WHAT was probably the last snow-blocked road in Yorkshire proved to be one of the hazards in the "All Fools" Rally, organized on 29th/30th March by the Yorkshire centre of the B.A.R.C.

The snow blockage—still well over a foot deep and more than 100 yards in length—blocked one road to a control and delayed many drivers. But the delays were not insurmountable, as the winner of the event, L. S. ("Chippie") Stross got his Porsche 1600 Super stuck and had to be assisted out before continuing and reaching the control by another road.

The rally covered much of the "Yorkshire Mille Miglia" country, and, like the longer event, was not driven clean by anyone, even the winner losing nearly half an hour.

The hospitable (even at 3 a.m.) Red House Café at Pool-in-Wharfedale was the starting point of the event. The first of two loops consisted of a route card through the Craven District and the Trough of Bowland, 115 miles long, finishing back at Pool again. The second loop—on map references—went North into the Yorkshire Dales by a very devious route, returning to the finish at the Victoria Hotel, Bradford, in time for breakfast.

Fifty-one cars started the rally and 36 finished.

ALL ALONE—Jack Sears in the well-known Austin out by himself in one of the saloon car races, which he won by nearly half a minute.

winning average speed was 68.57 m.p.h.

Next race brought out the 500s for a 10-lapper open to what are called the "junior" drivers at Brands—the lads, in fact, who have not been lucky enough to get home in the money since 1956. Assembled on the front row of the grid were P. D. Mitchell, in a much-modified ex-Stuart Lewis-Evans Cooper, J. R. Lewis, mounted on a beast from the same stable and once the property of Ivor Bueb, and R. Jaques, driving the Ettorne Special. He didn't seem to feel downhearted, but the sorry fact is that his car was never owned by anyone—it still is the property of George Henrotte, who was commenting!

First in the queue when the cars came out from behind the trees was J. Menzies in the orange Petty-Norton. Right on his tail was Mitchell, with Lewis not far away. But on the second lap, the trio shot down from Druids in the same formation—and Lewis overturned, the car finally coming to rest some way away. A lap later, and Mitchell took over the lead, now with Jaques in line astern and M. Trackman (J.B.S.-J.A.P.) following along. This turned out to be the order of the race, Mitchell getting home at an

Mixed Bag At Brands

*Varied Programme For Easter Monday Meeting—
Fantastic F3 Race Incident—Sprinzel Again*

GREY, forbidding skies and a chilly wind that bore threats of even harsher weather did not deter the enthusiasts in south-eastern England on Monday: at Brands Hatch, where car parks became a sea of impenetrable mud in places, they turned up in their thousands to fill the parking accommodation with their cars and to cover most of the "spectating-space" with themselves.

The racing they saw, a varied programme of nine events ranging from the "full works" of *Formule Libre* to production saloon cars, contained all the fun and excitement usually associated with early season meetings.

Start of the racing was delayed for the very good reason that weather conditions on Saturday, intended as practice day, were too bad to permit cars to go on the track. So competitors had to get in their lappery on Monday and this unscheduled practice period was marred by the death of one driver, D. S. Dunnage. Reason for his accident is not yet clear, but on Paddock Bend he appeared to lose control and the car, a Formula 3 Cooper-Norton, crashed into the wattle fencing.

First race was a heat for the *Chequered Flag* Trophy race for sports cars up to 1,100 c.c. This saw a surprisingly mixed field, in the shape of a majority of Lotuses, a Cooper and a trio of Elvas, while yet another Cooper and something called a Nimrod Special had been entered.

The race, a 10-lapper, was a clear win for R. N. Prior (Lotus-Climax) who led from the start into Paddock Bend and was quite unshakable after that. At half-distance he had pulled out a lead of around 10 secs. over M. B. McKee, who

MUCH-MODIFIED and formerly the property of Stuart Lewis-Evans, P. D. Mitchell's Cooper won the "Junior" F3 race, the driver also making fastest lap.

★

MIXED field for the Formule Libre race involved an F.R.A., a Cooper 500, an H.W.M.-Jaguar and a Tojeiro-Bristol!

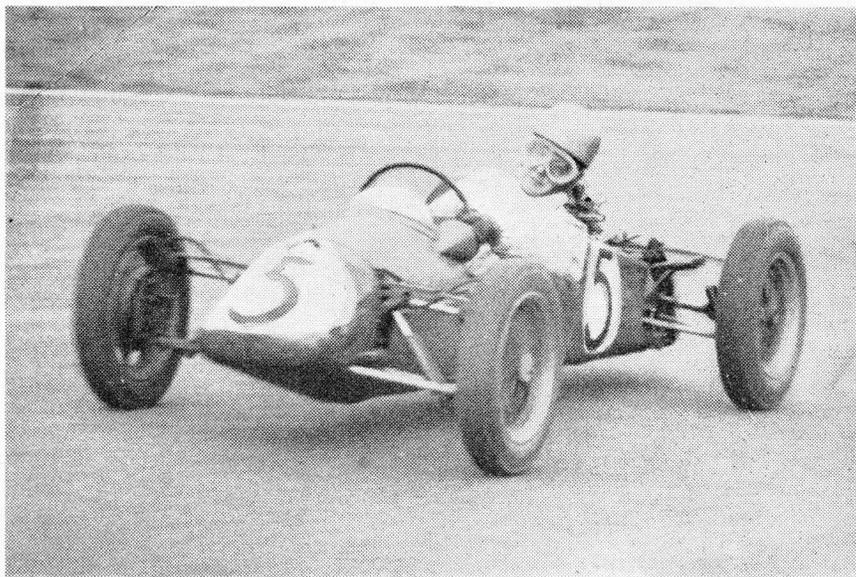
★



at one stage closed with the Lotus, but in the end had to be content with getting his Elva-Climax into second place. At the end the gap between them was something like a quarter of a minute. Third man home was M. Clarke, while Prior's

average of 67.64 m.p.h. and also turning in fastest lap at nearly 70 m.p.h.

Event three was the second heat in the *Chequered Flag* Trophy match: this time there were two "Puddle-Jumpers" on the grid. D. Rickman, in the maroon



WINNER by miles of the series-production sports car race was Bill Wilks in the Frazer-Nash. He passed the finish 25 secs. ahead of the next man home and was never challenged in the 15 laps.

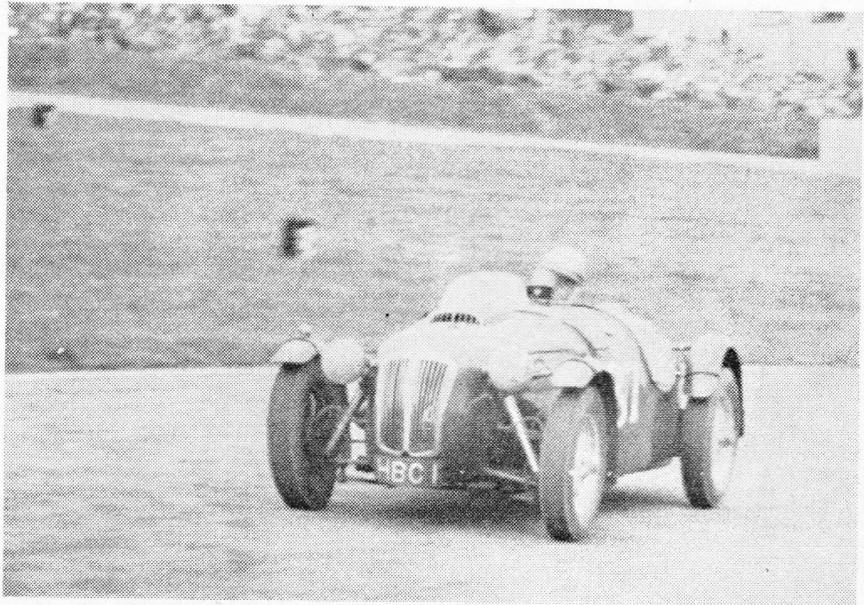
Cooper that Ian Raby used very successfully last year, was lined up quite close to the latest car to bear the name, an Elva Racing Team car with independent rear suspension instead of the favourite de Dion layout and with an engine mounted practically amidships.

When the flag dropped Raby pushed the new car to the front, there to stay at a very great rate and looking beautifully steady on the corners. His third lap was accomplished in well under 63 secs. by my (quite unofficial) timing. But Alan Stacey, in the latest Team Lotus car with a fibreglass body was hot on his heels and in the fourth lap the end came, Stacey getting past to build up a 2½ secs. lead at the end of the same lap. Behind the flying pair, however, Rickman and J. Brown, in the other Elva Racing Team car, were doing great things to decide which of them was going to finish third. For four laps it was Rickman's turn, Brown well and truly breathing down his neck; the latter took over for a spell, with the Cooper making the same shadow—and so on.

Up at the front, poor Ian Raby, in a virtually untried car, was not so happy as he might have been. After seven laps he dropped to third place, the car seeming to be down on power—it was even suggested by the commentator that Ian might have lost third gear. Stacey was still out in front, lapping in around the 63-sec. mark, and Brown again passed Rickman for second place. Raby dropped farther and farther back until finally he dropped out of the race. Reason for his decline and fall was later explained by Frank Nicholls as shortage of petrol—the car simply ran out!

Stacey went on to win in his own time, so to speak, leading Brown over the line by a matter of 12 secs. at an average speed of 69.36 m.p.h. He also made fastest lap at 72 m.p.h.

Now came the series-production sports cars with 15 laps of their very own to play in. In the event, however, the only man to play was Bill Wilks in his Frazer-Nash, while everyone else—including a couple of Ace-Bristols—just 'Nashed their teeth (sorry!) and tried to



Results

Sports cars up to 1,100 c.c., Heat 1: 1, R. N. Prior (Lotus-Climax), 68.57 m.p.h.; 2, M. B. McKee (Elva-Climax); 3, M. Clarke (Lotus-Climax).

Formula 3 Race: 1, P. D. Mitchell (Cooper-Norton), 67.64 m.p.h.; 2, R. Jaques (Etorne-Norton); 3, M. Trackman (J.B.S.-Jap). **Fastest lap:** Mitchell, 69.53 m.p.h.

Sports cars up to 1,100 c.c., Heat 2: 1, A. Stacey (Lotus-Climax), 69.36 m.p.h.; 2, J. Brown (Elva-Climax); 3, D. Rickman (Cooper-Climax). **Fastest lap:** Stacey, 72.0 m.p.h.

Series-Production Sports Cars: 1, W. E. Wilks (Frazer-Nash), 64.24 m.p.h.; 2, G. Warner (Austin-Healey); 3, J. Hayles (M.G.A.). **Fastest lap:** Wilks, 65.65 m.p.h. **Up to 1,500 c.c.:** Hayles. **Over 1,500 c.c.:** Wilks.

Modified Production Saloon Cars: 1, J. G. Sears (Austin A105), 59.65 m.p.h.; 2, D. Haynes (Ford Zephyr); 3, J. Sprinzel (Austin A35). **Up to 1,200 c.c.:** Sprinzel. **1,600-2,700 c.c.:** Sears. **Fastest lap:** Sears, 60.82 m.p.h.

Formule Libre: 1, M. J. Parkes (Lotus-Ford s/c), 69.66 m.p.h.; 2, W. F. Moss (E.R.A.); 3, J. Bekaert (H.W.M.-Jaguar). **Fastest Lap:** Parkes, 71.08 m.p.h.

Modified Production Saloon Cars: 1, T. E. B. Sopwith (3.4 Jaguar); 61.77 m.p.h.; 2, Sir Gawaine Baillie (3.4 Jaguar); 3, J. Young (3.4 Jaguar). **Fastest lap:** Sopwith, 67.03 m.p.h. (class record). **1,200-1,600 c.c.:** A. T. Foster (M.G. Magnette). **Over 2,700 c.c.:** Sopwith.

Sports cars up to 1,100 c.c., final: 1, A. Stacey (Lotus-Climax), 71.04 m.p.h.; 2, D. Rickman (Cooper-Climax); 3, J. Brown (Elva-Climax). **Fastest lap:** Stacey, 72.23 m.p.h.

Formula 3: 1, G. M. Jones (Cooper-Norton), 69.02 m.p.h.; 2, A. T. Skelton (Martin-Norton); 3, A. Zains (Flash Spl.). **Fastest lap:** Jones, 71.54 m.p.h.

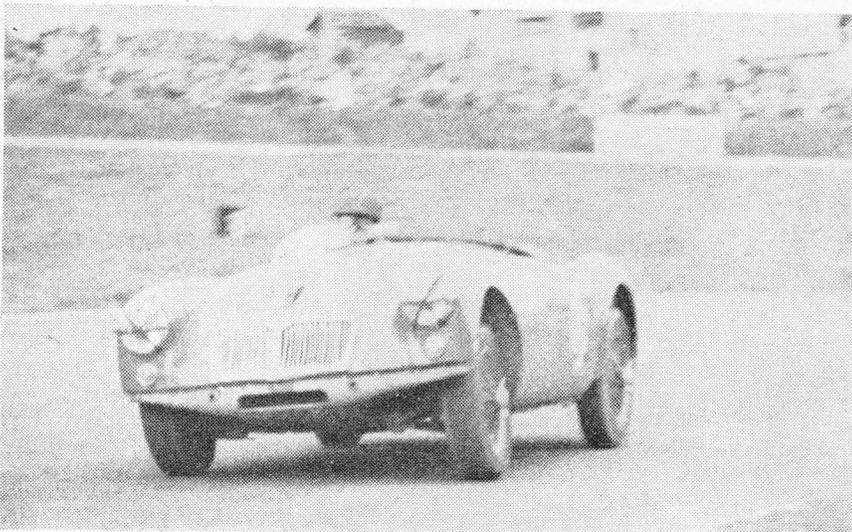
keep up. Wilks, having got to the front before the first bend, stayed there with leisurely progress, lapping just under the 1 min. 10 secs. mark, and let F. Warnell, in one of the Ace-Bristols, and Graham Warner in an immaculate Austin-Healey 100S fight for second place.

One of the most fantastic performances of the race was that of J. Hayles's M.G.A., which went a great deal faster than any A-type has ever gone before and worked through the field to challenge Warner for second spot. Also going well was R. Goodey's Mark VI Lotus-Ford, but this, unfortunately, succumbed and retired with a great deal of smoke shortly after moving into sixth place.

Wilks eventually romped home some 25 secs. ahead of Warner, with Hayles in the M.G. third. This, however, was in general classification, the race being split into capacity classes. Hayles, naturally, won the up to 1,500 c.c. class, while Wilks took the honours among the "big" stuff.

Then came the saloon cars for the John Davy Trophy race, a round in the saloon car championship run by the B.R.S.C.C. This again was divided into capacity classes, up to 1,200 c.c. and 1,600-2,700 c.c. The race as a whole, and also the big car class, was an absolute runaway win for Jack Sears (Austin A105). He led into Paddock Bend from the line and built up a lead of 8 secs. after four laps, second man then and always throughout the race being D. Haynes in a very smart Ford Zephyr. Behind them came the two Austin A35s of G. C. Shepherd and John Sprinzel—in that order, curiously enough. The little cars went round for 10 of the 15 laps as though tied together, Sprinzel trying hard to get past on all the corners. Eventually his patience was rewarded and on the 11th tour the red car—still bearing the "scars" of its R.A.C. Rally "wounds"—nipped ahead and proceeded to open up an enormous gap over Doc Shepherd. Funniest sight of all was the

AMAZING was the performance of J. Hayles in his red M.G.A., which finished third in the production sports car event after working through the field, disposing of all opposition on the way!



FIGHTING hard—and ultimately succeeding—to bring his car back on its wheels. Alan Cowley's spectacular adventure was the climax to the extraordinary 500 c.c. race.

back, but power told and Cowley's glory lasted only one lap.

Parkes got home first at 69.66 m.p.h., with Bill Moss a very good second. To get past, Parkes set fastest lap at just over 71 m.p.h. Bekaert was third and Crabb fourth, for Cowley's efforts had landed him on the bank at the foot of Paddock Bend, luckily damaging neither the car nor the driver.

Next came the saloon cars again in another John Davy Trophy race, also counting for the championship. This event provided the "missing links" in the class distinctions of the first, with cars from 1,200-1,600 c.c. on the grid alongside the over 2,700 c.c. brigade.

This was a walkover for the three 3.4

Riley Pathfinder of A. Searles—reputed to be the ex-Harold Grace car and seeming massive by comparison—which was stuck behind these two impertinent pups and seemed quite unable to do anything at all about it!

Once Sprinzel had passed Shepherd the result of the race was obvious, for he could not catch either Haynes or Sears and no one else was within striking distance of 119 KMH. On the last lap, though, the Pathfinder struggled past Shepherd at long last to take over fourth spot. Jack Sears won by something like 24 secs. to score on general classification and to take the big car class, while the Sprinzelwagen led the little cars home, these two cars making fastest laps for their classes of 60.82 m.p.h. and 59.52 m.p.h.—and there's a comparison for you!

Front row of the grid for the next event, the *Formule Libre* 15-lapper, was shared by an extraordinary mixture—Lotus, E.R.A., H.W.M.-Jaguar and Cooper 500. Drivers of these cars were M. J. Parkes in the Lotus—using a supercharged Ford power-unit; Bill Moss in the E.R.A., John Bekaert in the H.W.M. and Alan Cowley in the Cooper. When the flag dropped Bekaert surged to the front. But by the time Paddock Bend was reached Bill Moss had changed up to second—and the blue car moved with terrifying speed to the front, just like that. The next six laps provided the most awe-inspiring sights and sounds, the E.R.A. way out in front and in full flight. The howl of the supercharger was clearly audible over by the grandstand before the car had covered the bottom straight, and Moss's handling of the car—something of a handful on the bumps—was masterly.

Parkes, however, was not happy about this and set about making good his bad start. From fifth place on the first lap he swept through the field to challenge Moss on the fourth, harrying Remus until, on lap seven, he got through to take over a quite unshakable lead. Back among the field, Bekaert and Percy Crabb (Tojeiro-Bristol) were having a terrible time, with Cowley scurrying past them in his little 500 on every part of

ROCK 'N' ROLL did not stop the 3.4 Jaguar of Tommy Sopwith from winning his saloon car championship event—in front of two similar cars.

★

NEARLY picking its inside wheels off the track, F. W. Marriott's Morris 1000 tries hard in a saloon car race.

★



the circuit where the big cars could not use their power. Third, fourth and fifth places were continually changing as a result of this splendid motor racing, and further back still, A. T. Skelton (Martin-Norton) was humiliating G. Lee (Jaguar "C"-type) in exactly the same way. On the eighth lap Cowley passed Crabb to take fourth place by a comfortable margin and actually left the "Toj" way

Jaguars of Tommy Sopwith, Sir Gawaine Baillie and John Young, who finished in that order at the end of what was, really, a dull race. The proceedings were enlivened only by the astonishing things Alan Foster, in a Magnette, was doing to Don Parker, Jensen-mounted. The difference between 1½ litres and a steel body and 4 litres and a glassfibre one did
(Continued on page 461)





Mallory Park "Easter Egg"

Magnificent Driving By McMillan, Brierley and Blumer—
Protheroe (Austin-Healey) Wins "Autosport" Championship Heat

THE "display" was scintillating, the "wrapping" perfect and the "contents" superb at the Nottingham Sports Car Club's national meeting on Easter Monday at Mallory Park.

The weather was cold but bright and the large crowd of spectators, estimated at 25,000 plus, lining at least two-thirds of the circuit, enjoyed a really thrilling day's sport.

On this occasion, the Club had rather wisely streamlined their programme to six events, the accent being rather on quality of entry than on quantity.

In practice occurred the only real mishap of the day, when P. G. Fletcher (Lotus-Climax), using to the full the new widened exit from Shaws Hairpin, over-corrected and rolled the lot, the car finishing upside down, the conductor underneath. Fletcher was extremely lucky to escape with a damaged car and a suspected broken arm.

First event was a 10-lap race for sports cars up to 1,300 c.c. For eight laps J. C. Brierley (Victoria-Climax), J. Blumer and A. McMillan, both on Lotus-Climax, circulated together. The three cars appeared roped together as in an aerobic display all around the circuit, not more than three feet separating them. Came lap 9 and Blumer made his "play" overdid Lake Esse, touched the left-hand kerb, the car sliding sideways for some 100 feet. Finally, it bounced off the bank *en route* for Shaws, straightened

WINNER on general classification of the AUTOSPORT championship heat was J. Protheroe in his self-prepared Austin-Healey 100S—Mike Sharpe's ex-Mintex car.

up and continued unabated. During this somewhat complicated manoeuvre McMillan naturally took second spot but failed to catch the fleeting Brierley by .2 of a second.

In event 2, a 10-lap race for sports cars of 1,301 c.c. and over, numerous non-starters were the cause of a rather small field of seven cars facing the starter. Then, before the first lap was

ROUND the bend—there goes Alex McMillan on his way to win the big race—an event for unlimited sports cars in which his Lotus-Climax headed two similar cars at 81.82 m.p.h.

completed, J. B. Wagstaff (Lotus-Climax), who was leading, retired with overheating, so there were only six! At the end of lap 1, A. J. Ridy (Lotus-M.G.) led from P. Taylor (Aston Martin D.B. Saloon). Lap 2 saw the Aston, perfectly handled, take a lead he was never to lose. Ridy held second place with R. E. Meredith (Morgan-TR2) third, some 24 secs. in arrears.

A seven-lap race for Formula 3 racing cars saw P. R. Proctor (Cooper-Norton) leading from start to finish. For the first two laps W. G. Harris (Flather-Norton) held off S. Bloor (Cooper-Norton), the eventual second place man, and then was robbed of third spot by D. Wagner (Cooper-Norton) by 0.8 sec.

Event 4 was the 30-lap race for sports cars entered in the 1958 AUTOSPORT Series Production Sports Car Championship. About the overall classification winner there was no doubt. Dick Protheroe, driving Mike Sharpe's ex-Mintex-Healey 100S (apologies all round for my B.A.R.C. John Dalton guess!), never put a foot or a wheel wrong. The car, driver-prepared, was superbly handled and won by 12 secs. from C. R. Hanson in a similar car. These two were out by themselves and lapped every entry but the third man home, P. J. Sargent, driving an XK 120, who finished 29 secs. later, after an opening three-lap battle with D. Levy (A.C.-Bristol) who was fourth. This completed the big car class.

Class A (up to 1,000 c.c.) produced a fine scrap between B. A. Gilbert and A. J. Nurse, driving Turners. The former, which was Austin-powered, gained the day, and the latter, Morris-engined, was second. Both these little cars evoked great spectator enthusiasm as, together and beautifully handled, they drifted the Lake Esses in their 26-lap run.

In class C (1,301 to 1,600 c.c.) there was only one starter, K. W. MacKenzie

(Continued on page 461)





New Yorkshire 100 m.p.h. Circuit

Clark and Blumer Beat The "Ton" At Full Sutton

THE opening meeting of the British Racing & Sports Car Club was held on Saturday, 5th April, at the Full Sutton Aerodrome, near York, where three long-standing records were broken!

First, it was without doubt the coldest motor race meeting ever run in these islands, as your Northern Editor and some 5,000 others found to their cost. Most of the cash customers left before the last race! I couldn't, nor towards the end was it possible to hold a pen or fire a shutter!

Second, the Full Sutton course, which measures 3.2 miles, is the largest track used in this country since the Hitler war, and its magnificent surface, comparable to Aintree, is due to American Air Force occupation some two years ago, when the runways and perimeter tracks were prepared, at the cost of some quarter of a million sterling, for use by the very heavy "atom bombers".

Third, it is the first time that any British circuit has been lapped by genuine sports cars at speeds over 100 m.p.h. Full Sutton, comprising some half-dozen sweeping, nearly full-bore bends, culminating in a straight of over a mile, would be lapped by a works G.P. car and driver at speeds of over 115 m.p.h. and I'm not sticking my neck out either! Believe you me, the circuit is very, very fast indeed! After many laps in the 90s, the magic "ton" was achieved in the last event for *formule libre* cars. Strange to say, it was on lap six that the eventual winner, J. Clark, driving the Border Reivers (ex-Murkitt Bros.) "D" type Jaguar lapped at 103.8 m.p.h. and second-man-to-be, J. Blumer, driving a borrowed Lotus-Climax (J. Steele's 1,089 c.c. car) performed the incredible, a lap at 102.7 m.p.h.: some going for a 1,100 c.c. car! During this race conditions

ONLY an 1,100 c.c. car—but J. Blumer got the Lotus-Climax round at 102.7 m.p.h. in the Formule Libre race, the last event of the opening meeting.

FIRST to exceed three figures for a lap of the new circuit, near York, was J. Clark in the Border Reivers "D"-type Jaguar—his speed was 103.8 m.p.h.

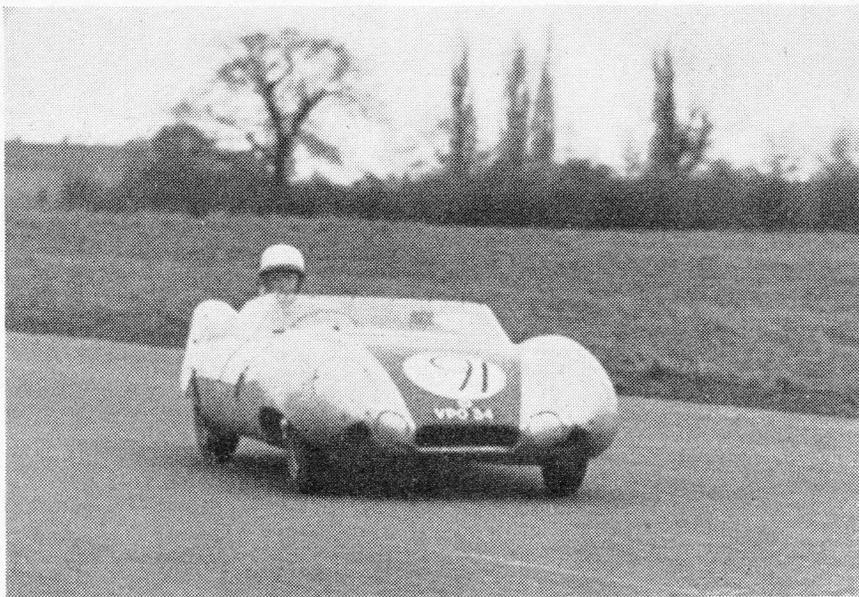
left Blumer an easy lead with Brierley in second spot, chased home by E. J. Allen (Lotus-Climax), who had come right through the field.

Event 2, the *Daily Mirror* Trophy race over 12 laps for unlimited sports cars, evolved itself into a series of "two-some" scraps which went on all the way down to about tenth place. For first position, it was a four-fold fight between members of the same "team Triple S" in the shape of I. H. Smith (A.C.-Bristol), C. R. Hanson and A. G. Kellet with Austin-Healeys, and P. H. Sutcliffe (Le Mans 'Nash), with victory going to the first-named. Other scraps of interest involved J. Clark (Porsche) and A. Stross (Ace-Bristol), the latter gaining; D. B. Houston (3.4 Jaguar) and M. C. Marsh (Mk. 7). K. M. Francis and S. Larin on TRs and P. G. Walton (3.4) and J. Allison (Aston Martin).

An eight-lap scratch race for 500 c.c. racing cars was a gift for R. A. Bell (Cooper-Norton), who won by the length of a street. The race was not devoid of interest, however, as a grand duel went on for second place between young Gordon Gartside, driving his "petrol" Cooper-Norton for only the third time, and T. Dawson on a Mk. XI who passed and repassed all the way round, Gartside just taking the flag by a length.

Next event was an eight-lap race for unlimited sports cars which provided a very easy win for J. Clark, driving the Border Reivers "D" type Jaguar. A standing start lap at 97.4 m.p.h. took him so far out in front he could, and did, ease off, never repeating that speed. J. C. Brierley (Victoria-Climax) drove very quickly and was, until the last lap, an easy second. Then, to his astonishment, he was pipped just before the post by E. J. Allen (Lotus). A word of praise for this young driver; *per my lap chart*, he was eighth on lap 2, seventh on lap 3, fifth on lap 4, fourth on laps 5 and 6, third on lap 7, and second on the last lap, a very good show!

(Continued on page 472)



EVER since Coopers, cars seem to be getting shorter at the back! Here J. C. Brierley is followed through Shaws by J. Blumer and A. McMillan.

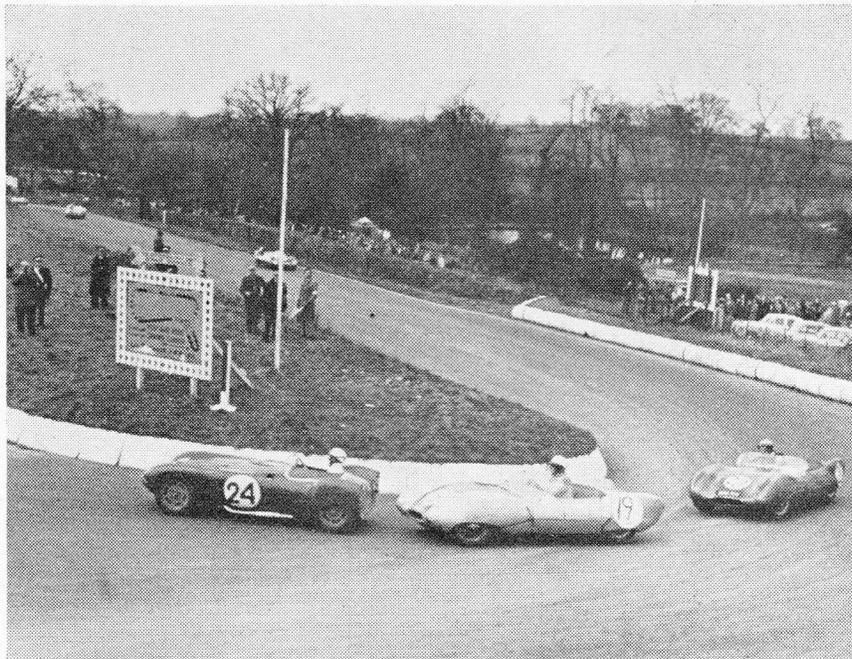
Mallory Park—continued

(M.G.A.) who, when the flag dropped for the end of the race, had completed 28 laps.

Next came the 15-lap final for Formula 3 cars, and a most exciting race it was too! For 13 laps Proctor and Bloor fought it out nose to tail, with only a matter of yards behind Wagner and Harris doing the same thing for third place. These four were perhaps half a lap in front of the rest, when it happened! Both leaders were missing. Proctor had revolved at Gerards and Bloor was minus a plug lead at Shaws. Net result: a very surprised Wagner took the flag, a second for Harris and a third for R. A. Bell, a full 42 secs. later.

A 20-lap race for unlimited sports cars was far and away the best race yet seen at a Mallory Park meeting. Brierley, Blumer and McMillan were at it again, and how! For the first three laps they ran in that order only feet apart. Lap 6 and into Lake Esses Brierley appeared to overbrake. Instantly Blumer was through on the inside. The manoeuvre looked very "dicey", but I don't think Blumer had any option; it was either ram Brierley hard, or pass, and luckily it worked!

Lap 7, and Brierley missed third gear in the identical spot and found neutral. The momentum so gained carried him up to Shaws far too quickly, for as he "grabbed" second, all four wheels locked and the car rammed the bank. Bad luck after a wonderful start. This, however, was not all. Lap 14 and McMillan closed right up on Blumer, took him on the outside into Gerards and then proceeded to "outbrake and outdrive" the astonished Blumer, who could do nothing



about it, to win by 1.4 secs. Truly a great drive! Third man home was C. G. Escott (Lotus-Climax) 22 secs. after.

After this, even the vile drive home, finding queues of traffic and hordes of circa '26-36 Austin Sevens, didn't seem to matter!

FRANCIS PENN.

Results

Sports Cars up to 1,300 c.c.: 1, J. C. Brierley (Victoria-Climax), 79.91 m.p.h.; 2, A. McMillan (Lotus-Climax); 3, J. Blumer (Lotus-Climax). **Fastest lap:** Blumer, 82.09 m.p.h.

1,301 c.c. and over: 1, P. Taylor (Aston Martin), 72.56 m.p.h.; 2, A. J. Ridy (Lotus-M.G.); 3, R. E. Meredith (Morgan-Triumph). **Fastest lap:** Ridy, 73.86 m.p.h.

Formula 3: 1, P. R. Proctor (Cooper-Norton),

78.54 m.p.h.; 2, S. Bloor (Cooper-Norton); 3, D. Wagner (Cooper-Norton). **Fastest lap:** Proctor, 80.73 m.p.h.

"Autosport" Championship Race (General classification): 1, D. Protheroe (Austin-Healey), 74.68 m.p.h. **Up to 1,000 c.c.:** 1, B. A. M. Gilbert (Turner-Austin), 62.84 m.p.h.; 2, A. J. Nurse (Turner-Morris). **Fastest lap:** Gilbert, 64.63 m.p.h. **1,301-1,600 c.c.:** 1, K. W. Mackenzie (M.G.), 67.58 m.p.h. **Fastest lap:** Mackenzie, 72.11 m.p.h. **1,601-3,500 c.c.:** 1, D. Protheroe, 74.68 m.p.h.; 2, C. R. Hanson (Austin-Healey 100S); 3, P. J. Sargent (Jaguar XK 120). **Fastest lap:** Protheroe, 76.42 m.p.h.

Formula 3: 1, D. Wagner (Cooper-Norton), 78.81 m.p.h.; 2, W. G. Harris (Flather-Norton); 3, R. A. R. Bell (Cooper-Norton). **Fastest lap:** P. R. Proctor (Cooper-Norton), 81.82 m.p.h.

Unlimited Sports Cars: 1, A. McMillan (Victoria-Climax), 81.82 m.p.h.; 2, J. Blumer (Lotus-Climax); 3, C. G. Escott (Lotus-Climax). **Fastest lap:** McMillan, 84.08 m.p.h.

Brands Hatch—continued.

not, apparently, exist as Foster harried the big car, passing on all the corners and barely losing his gains on the straight. He ran out a comfortable winner of the smaller capacity class.

This event was followed by the serious business of the final of the *Chequered Flag* Trophy race.

This was Stacey's race right from the start. He led into Paddock Bend straight from the grid and, though harried at first by Prior, kept his lead to widen the gap in the last stages of the battle to win by more than half a minute. Prior fought well, although three laps from the end he spun off merrily on Clearways. He was joined in the act by D. F. Iszatt (Lotus) who subsequently carried on, but Prior decided to stay where he was. This let D. Rickman, in the ex-Raby Cooper, into second spot, but way, way back down the road. Stacey brought the Lotus home at an average of 71.04 m.p.h. after some very quick motoring indeed, his fastest lap—also the fastest of the day—being made at 72.23 m.p.h.

Most extraordinary race of the day was the last one—a 500 c.c. race for the fast boys who have been placed first, second or third in the past couple of years.

Out of nearly a dozen cars leaving the grid, only four survived to receive the

chequered flag and the incidents could scarcely be counted. Don Parker (Cooper) took the lead from the start, with Alan Cowley's yellow Cooper hard on his heels. Somewhere behind the trees at Druids the two cars touched—a reminder of a Crystal Palace meeting last season, when the same cars did the same thing. That, however, was not all—not nearly all. On the second lap, with Parker still out in front, Cowley challenged again on Kidney Bend—and again the two cars touched. This time both left the track, Parker going wide on to the infield and motoring straight back again, though into fourth place, while Cowley spun, ran backwards on to the grass and stalled. With the aid of marshals he restarted and rejoined the circuit—nearly two laps behind. However, he motored slowly round until the pack caught up—by now with Gordon Jones leading them—and then started motor racing again. At the same moment the black flag—plus Don Parker's number—went out. Next time round, as the cars swept through Clearways, he and Parker drew level and the drivers were seen to be carrying on some sort of a conversation. Then came real live drama: as the cars entered the main straight Cowley and Parker collided for the third time, the former's car rearing up on two wheels until it seemed it must turn over. However, it landed safely

and Cowley drew into the paddock. Meanwhile, Parker's car pulled up at the finishing line with a shattered wheel and flapping tyre, the driver leaping out and shouting inaudibly to the officials, with whom he spent the rest of the race.

There was, of course, a motor race in progress during all this drama and Gordon Jones was leading it, closely pursued by P. R. Ellis and A. T. Skelton—Cooper, Cooper and Martin. Ellis, however, had the bad luck to have his engine blow up with four laps to go, letting Albert Zains (Flash Special) through to third place. Jones reached home the winner at 69.02 m.p.h. and also made the fastest lap, at 71.54 m.p.h.

And that was the end of one of the most remarkable races the circuit has seen, and the end of a very enjoyable meeting too.

MARTYN WATKINS.

SUPPORT FOR MOTOR RACING

J. DAVY, LTD., the Kensington motor distributors, whose financial encouragement helped make possible last year's highly successful Brands Hatch Boxing Day car race meeting, also supported the B.R.S.C.C. Easter Monday races at the same circuit.

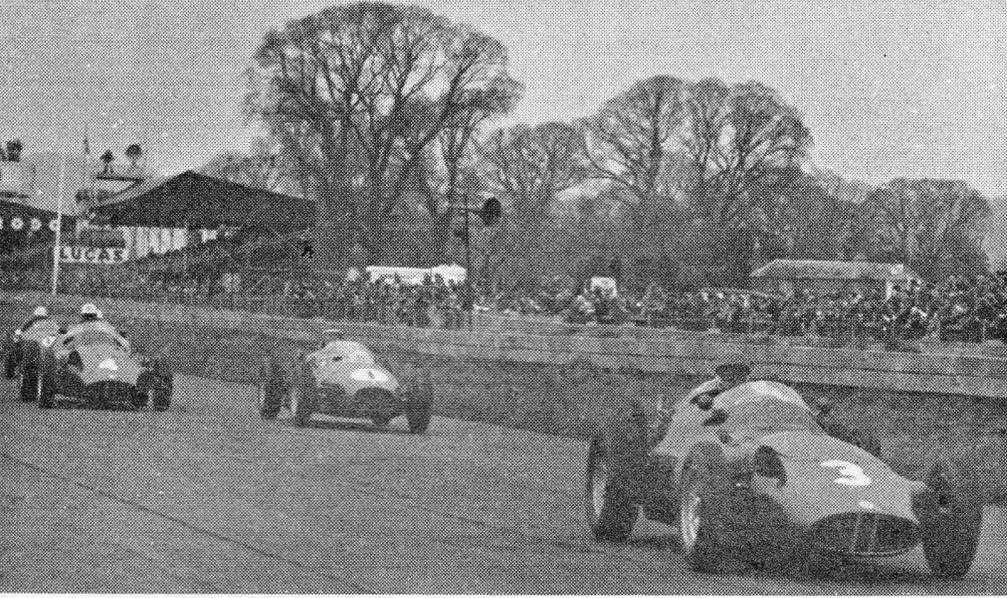
J. Davy, Ltd., are also to compete in races, hill-climbs and sprints this year. An M.G. Magnette ZA will be driven for them in the B.R.S.C.C. Saloon Car Championship events by John Webb.

BEHRA leads in the B.R.M. at the start of the F1 race. However, a crash on the fourth lap put him out of the running.

spent frenzied minutes in the starting enclosure before each race, cleaning the tyres with mops and brushes.

The first event was a 10-lap Formula 3 race. At the start Tom Taylor got away well, but Stuart Lewis-Evans and Jim Russell soon took the lead from him. Russell, however, broke a chain on the third lap and coasted to a halt at St. Mary's, leaving Lewis-Evans a substantial lead which he never looked like losing. Tom Taylor drove to a well-deserved second place, however, and was followed home by J. K. Pitcher and Don Truman. The two winning cars, incidentally, were both Beart-Coopers.

Event 2 was a 15-lapper for F2 cars, and a dozen of these intriguing little racers lined up on the grid. There was



EASTER PARADE

FORMULA ONE racing returned to the British circuits on Monday, when the Glover Trophy International 100-mile race was the highspot of the B.A.R.C. Easter holiday meeting at Goodwood. Automobili Ferrari sent two works cars to this meeting—one sports and one G.P.—and the latter, in the hands of Mike

Hawthorn (Ferrari) Wins Glover Trophy Formula 1 Race at B.A.R.C. International Goodwood Meeting: Moss (Aston Martin) Wins Main Sports Car Event

by STUART SEAGER and CHRISTOPHER NIXON, photography by GEORGE PHILLIPS



SCENES around the paddock area included this one of Geoff Richardson's mechanics, who found a refuge from the sea of mud, handy to a snack-bar.

★

FLYING start to the season was provided by a Tiger Club flying display before racing started. Seventy-four aircraft used the new airstrips on race day.

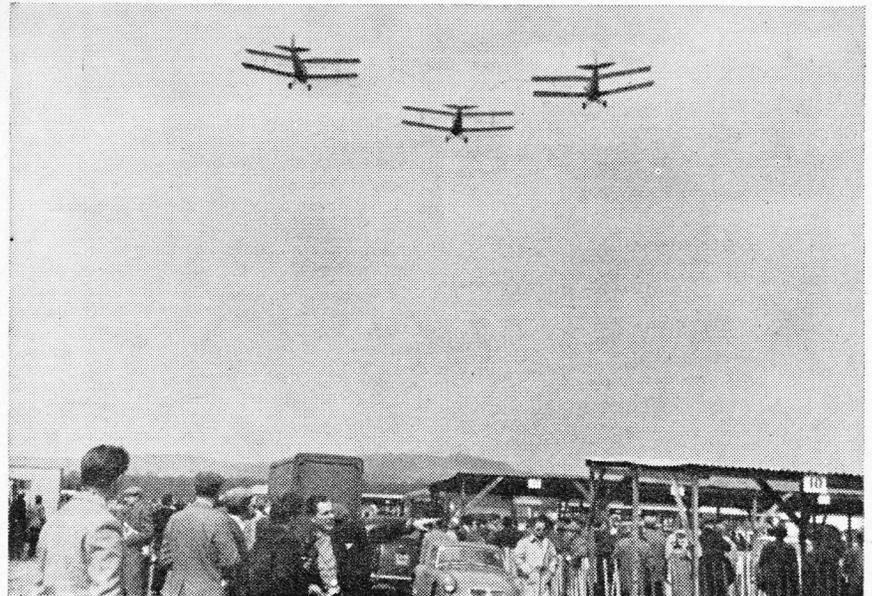
a preponderance of Coopers, but there were also three F2 Lotuses, driven by Graham Hill, Cliff Allison and Denis Taylor. Cooper drivers of note included Roy Salvadori in C. T. Atkins's car, Jack Brabham with the Cooper works entry and Stuart Lewis-Evans in the pale green machine entered by the new British Racing Partnership (instigated by Ken Gregory and Alfred Moss). This car had built-in radio for the reception of pit instructions, but the system did not seem to be in use in the race itself.

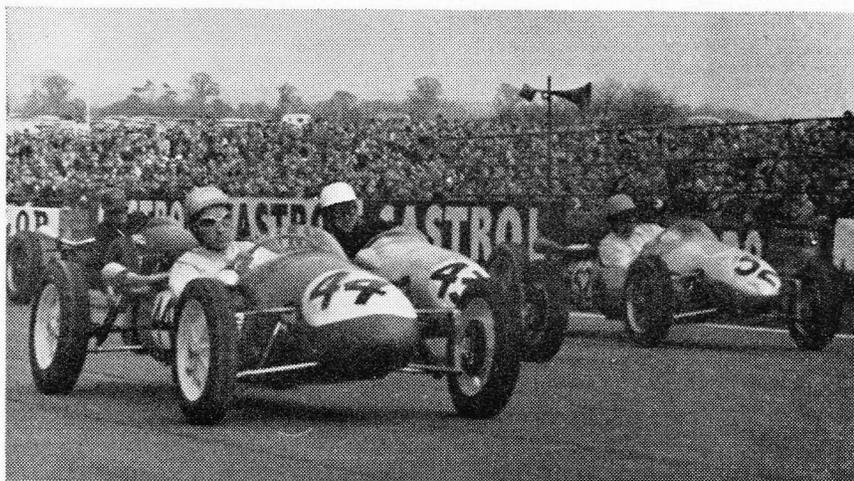
Salvadori made one of his rocket-type starts and took the initial lead. However on the second lap he ran into trouble at the beginning of Lavant straight and clouted the bank, trundling slowly into the pits later. Meanwhile, Jack Brabham was fleeing for his life with the two Lotuses of Hill and Allison snapping at his heels, while Lewis-Evans was not far behind. This quartet went right away from the rest of the field,

Hawthorn, won the main race at an average of 94.96 m.p.h.—the fastest race average ever at Goodwood. Two B.R.M.s appeared, driven by Jean Behra and Harry Shell, but both were eliminated through brake trouble, in the former's case a dramatic collision with the chicane being the climax. In the "big" sports car race, Stirling Moss, in a 3.8-litre Aston Martin, battled with Archie Scott-Brown in the latest Lister-Jaguar, until the latter's steering gave trouble and he retired, leaving Moss to win. In the Formula 2 event, the fireworks were provided by Graham Hill and Jack Brabham, in Lotus and Cooper respectively, who battled furiously all the way, Brabham eventually recovering his earlier lead, on the penultimate lap. During this very exciting meeting, no less than five lap records of various kinds were broken.

* * *

AFTER a miserably wet week-end which made the practice periods virtually worthless, race day was pleasantly fine, dry and not too cold. The rain, however, had left the new paddock in a decidedly swampy state and mechanics





which was being led by Tony Marsh. Tony had made a poor start, but by the fourth lap, he had pulled up to fifth position and was driving very confidently.

Gradually the leading quartet divided and a monumental duel ensued between Brabham and Hill: a battle which had the crowds delighted! Only inches separated them as the two little cars hurtled round and Hill eventually recorded fastest lap at a speed of 95.79 m.p.h.—not bad for 1½ litres! Brabham just managed to stay ahead for nine laps and then, with a roar from the crowd, the Lotus squeezed in front, and stayed there for another four laps, although its exhaust pipe was hanging loose, eventually to fall off completely. Brabham tried everything in the book and out of it to get past, and on the last lap but one he performed the impossible. He went into Woodcote at an impossible speed, went round the outside of Hill at an impossible angle, partly on the grass—and somehow came out of the chicane first! He did, in fact, take the flag next time round, just 0.4 sec. ahead of Hill. Allison arrived nearly 12 secs. later and fourth man Lewis-Evans was nearly another 10 secs. behind.

Practice for the over 1,100 c.c. sports car event didn't reveal any startling times since it took place on a wet track. Stirling Moss in the last-minute entry DBR2 was fastest with a time of just over 1 min. 39 secs. A most interesting surprise, however, was Peter Collins's Ferrari, which although listed as a 3-litre Testa Rossa, turned out to be an entirely new 2-litre V6 with a space-frame chassis, rigid rear axle and helical springs, and very fast it was too. Archie Scott-Brown had a works Lister-Jaguar with a "cooking" 3½-litre engine in it. However, he was not satisfied with its performance and so a 3.8-litre unit was substituted and in an unofficial practice session on Monday morning he broke the lap record. So things looked set for a fine duel between Archie and Stirling Moss in the Aston. A preview, so to speak, of Saturday's British Empire Trophy, in which both are entered.

Among the other entries were Bruce Halford and Peter Whitehead (Lister-

SWARMING away from the grid go the cars at the start of the Formula 2 race. In the front row are Salvadori, Hill, Brabham (the eventual winner) and Lewis-Evans.

FRONT ROW (above)—but not on the grid; they're racing now! Stuart Lewis-Evans, Jim Russell and Tom Taylor shape up for Fordwater whilst disputing the lead in the F3 race.

★

ALARMED Jim Russell (right) as he takes to the grass temporarily at Madgwick.



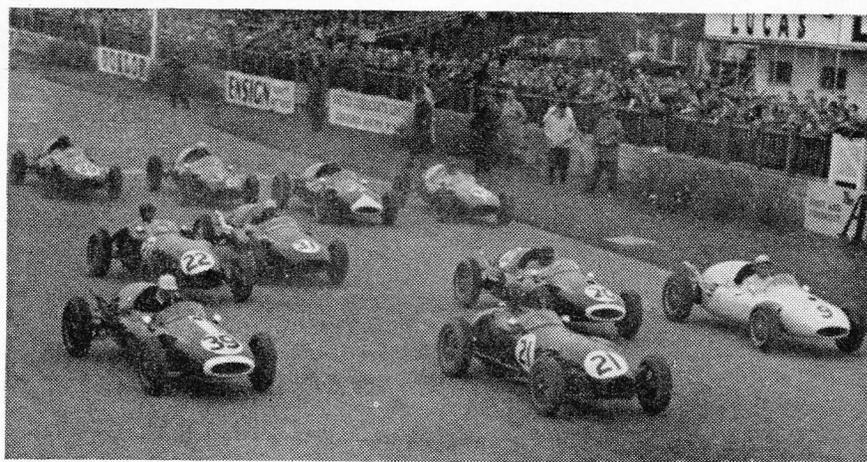
Jaguars), two 3-litre Ferraris from Ecurie Nationale Belge, in the hands of Bianchi and Mairesse, and no fewer than five DB3S Aston Martins, to be driven by Graham Whitehead, E. H. B. Portman, John Dalton, D. R. Barthel and Mrs. Jean Bloxam. There were three D-type Jags, and Roy Bloxam had one of the old H.W.M.s. All in all, an extremely interesting field.

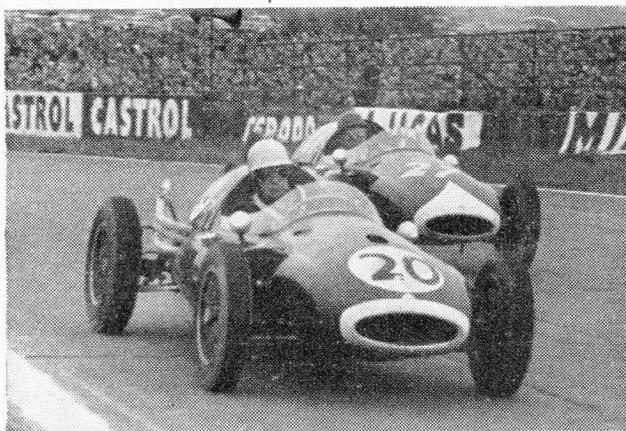
From the Le Mans type start Moss was away first, followed by Peter Collins in the Ferrari and Archie Scott-Brown, the Lister sliding under the immense power of the Jaguar engine. Stirling's lead was short-lived however for on Lavant Straight Archie put his foot down and went past the Aston as if it were standing still, and as they came past the pits it was Archie, about five lengths in front of Stirling, then Collins in the

Ferrari, Duncan Hamilton (D Jaguar), Bristow (Hume-Lotus), Barthel (DB3S), Graham Whitehead (DB3S), Dickens (Lotus) and Peter Whitehead (DB3S). Lap two and Archie had increased his lead by about two lengths and Moss was drawing away from Collins. Graham Whitehead had moved up one place and was now sixth. Farther back in the field the two Ecurie Nationale Belge Ferraris were going well with their fuel flaps open for some reason. Roy Bloxam was going well in his H.W.M.-Jaguar and his better half (!) Jean was motoring extremely fast in her ex-David Brown DB3S coupé. How she finds the strength in her small frame to drive so fast is beyond us. Must be a family secret!

Now Moss began to warm up and started to cut down Archie's lead. Lap four and he was about five lengths away, lap five and he had gained another length. On the seventh time round he

was right on the Lister's tail and as they came into Woodcote on the next lap Stirling was in front! The crowd were really excited now with the prospect of a terrific scrap for the remaining 12 laps. Archie obviously felt the same way for as he screamed after the Aston he was grinning broadly. This, unfortunately, was not to last, though. On lap 10 the Lister-Jaguar came to a halt at Fordwater. It transpired that the steering had stiffened up and poor Archie had to quit. After the race he revealed that he had had a most uncomfortable drive. It turned out that he uses a cushion behind his back as additional support and in the flurry of the Le Mans start he pushed it down on to the seat and sat on it. This meant that he was much higher up in the air than he should have been and had little or no support for his back,





SAME CAR—different drivers. The works F2 Cooper was driven to third place in the F2 category in the Glover Trophy race by Ian Burgess (left), seen in company with Tony Marsh. Jack Brabham drove it (below) to a very close win over Graham Hill in the F2 race and they are seen in full cry on the last lap.

matched with the two B.R.M.s to be driven by Behra and Shell, the former's being the latest 1958 version upon which suspension modifications had been carried out during the winter—largely on Behra's suggestions following last year's experience with the car. There were three of the very successful Connaughts, disposed of to private entrants since the factory abandoned racing last year, and including the "toothpaste-tube" streamlined car with which Stuart Lewis-Evans won the Glover Trophy last year. He was in the cockpit again on this occasion. The other "Syracuse"-type cars were piloted by Archie Scott-Brown and Geoff Richardson.

Stirling Moss was at the wheel of Rob Walker's amazing 2-litre Cooper-Climax.

a position that doesn't exactly make for comfortable driving. For four laps he tried to get the cushion from under him but in vain. Such is a driver's lot!

Moss was now able to ease up, being comfortably in first place with Peter Collins (driving at Goodwood for the first time since the 1955 Nine Hours Race) a good second some 20 seconds behind him. Duncan Hamilton was now in third place, coming through the chicane in his usual series of slides. Mairesse also had a slide here, though it wasn't so controlled as Duncan's and he hit the wall, damaging the offside rear wing of the yellow Ferrari. Peter Whitehead was having gearbox trouble with his Lister-Jaguar and made two stops before retiring. The Bloxams were also having their share of troubles. Jean lost third gear on her Aston and Roy had a wild spin coming out of the chicane, and somehow finished up on the grass opposite the pits! He obviously didn't know how he got there either for he raised his hands in a gesture of incredulity before rejoining the race. Graham Hill had the misfortune to retire just before the end when he ran out of gears. "It was like stirring a box full of nothing."

And so the race drew to a close. Moss first, Collins second, Hamilton third, Whitehead fourth and Bianchi, in the other Belgian Ferrari, fifth. Fastest lap went to Stirling in 1 min. 33.4 secs. (92.50 m.p.h.) and Graham Hill in the Lotus went round in a fantastic 1 min. 35.6



secs. (90.38 m.p.h.) to set up a new class record.

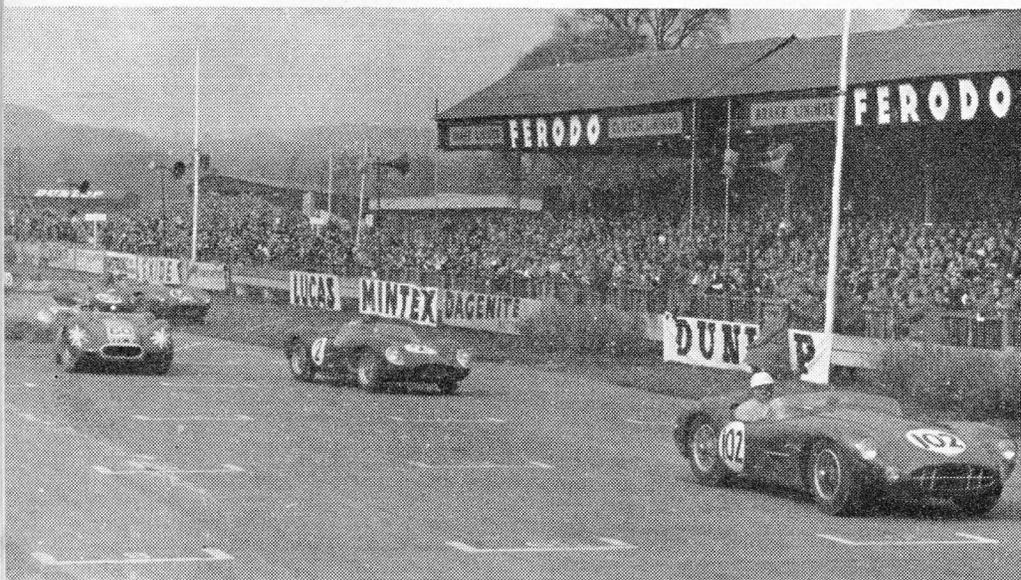
Shortly before a quarter to four, the cars assembled on the grid for the big race of the day: the 42-lap Glover Trophy race for Formula 1 cars—plus those racing machines of lesser potential which dared to challenge the full-size Grand Prix cars. Quite a remarkable selection of rapid vehicles were there. Mike Hawthorn's works Ferrari was

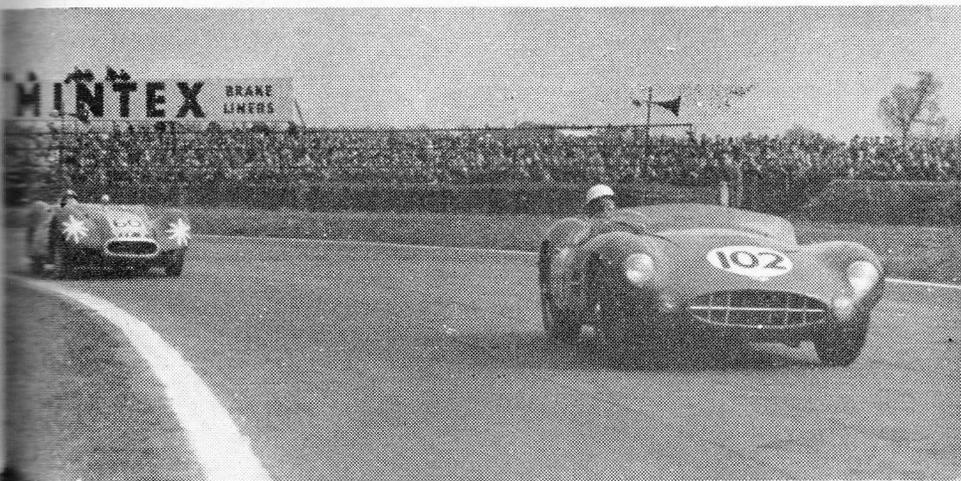
—the Argentine G.P. winner—and similar cars (works-entered) were to be driven by Jack Brabham and Roy Salvadori. In addition the Team Lotus F2 cars were out again (Graham Hill and Cliff Allison).

Stirling was for some reason late arriving on the starting grid and was push-started when all the other cars were ready to go. Then, as the flag was raised, his engine stalled and he found himself in the embarrassing position of being on the front row of a Formula 1 grid, in a very small car with a very dead motor! He quickly called the mechanics to give him a shove and as they pushed him past the starter the flag fell and the field roared round the struggling *équipe*; then the motor fired and Stirling shot away—at the tail of the field, whilst furious argument went on in the paddock as to his "legal" position after such a start.

Behra rocketed away through Madgwick in the B.R.M., pursued by Brabham and Hawthorn; at the end of the first lap Hawthorn was in second place in the V-6 Ferrari, followed by Brabham, Salvadori, Lewis-Evans and Allison. At the end of his first lap, Shell came into

HIS USUAL incredibly quick getaway in the Le Mans start for the "big" sports car race gave Moss a clear lead in the 3.8-litre Aston before the race had really started! Collins, in the new 2-litre V-6 Ferrari, follows him, while Scott-Brown holds a furious power-slide in the 3.8-litre Lister-Jaguar.



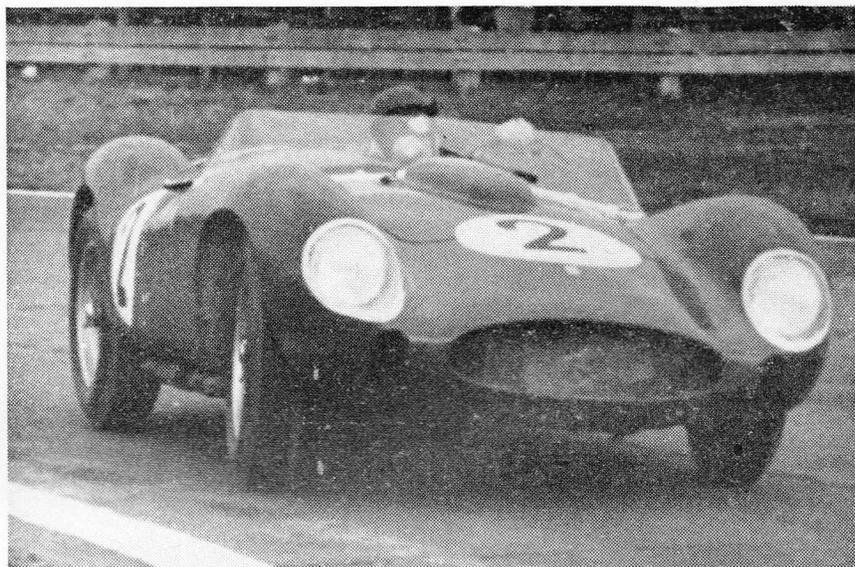


BIG STUFF: Moss in the 3.8-litre Aston Martin DBR2 leads Scott-Brown's Lister-Jaguar at Madgwick (above). Note the crowds packing the enclosures!

LITTLE 'UN: Collins (right) had been expected to drive a V-12 3-litre Ferrari, but his car turned out to be a brand-new V-6 2-litre car, the engine based on the G.P. unit.

the pits for a brief but agitated consultation and went away again behind the others—but the real sensation of that first round was that Moss came through in eighth place, having overtaken half the field in one lap!

Next time round he was up to fifth position and going like one inspired, lying fourth at the end of lap 3. Behra was still in the lead, but on the fourth lap the B.R.M. hoodoo struck again. He arrived at Woodcote at a great rate, to find the brakes a little peculiar. On proceeding towards the chicane at a higher velocity than he would have liked, he was discomfited to find that he now had no brakes at all! As someone not familiar with the Goodwood circuit, it seemed to Behra that he was hurtling straight towards the crowds packed on the right-hand side of the chicane—they are in fact well back out of harm's way—so he kept over to the left and the B.R.M. slammed into the brick wall at about 70 m.p.h.! Bricks and masonry flew in all directions and the car, with the whole nearside front suspension and exhaust system torn off,



slid to halt on the grass safety area. Behra was hauled from the cockpit, shaken and bruised but not seriously hurt, but both the B.R.M. and the chicane had been substantially modified.

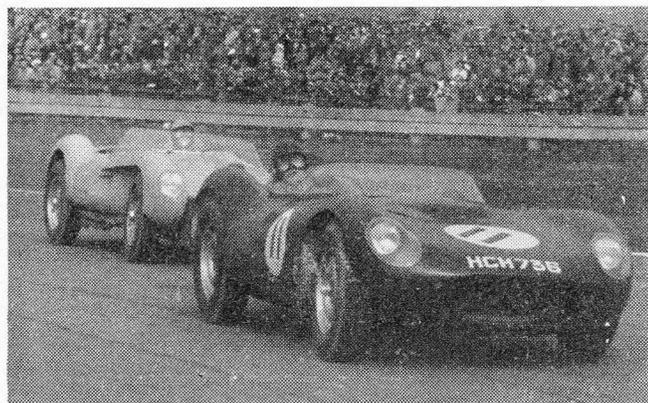
Hawthorn was now in the lead, the Ferrari sounding really healthy, Brabham was lying second and Moss was now third and still making up ground. Closing up on the Australian, Moss

passed him on the 10th round and set off in pursuit of his old rival, Hawthorn. The tiny, dark blue car, carrying Stirling's "lucky" number 7, streaked round after the comparatively huge, red, G.P. Ferrari—until the 22nd lap when, as he came rushing down to Woodcote, there was a sudden eruption of smoke from the gallant little car and portions of machinery were deposited abruptly in the road. The Cooper had "thrown a rod" and Stirling's race was run. However, he and Hawthorn had established identical fastest laps in 1 min. 28.8 secs., or 97.30 m.p.h., which constitutes a new outright lap record for the circuit.

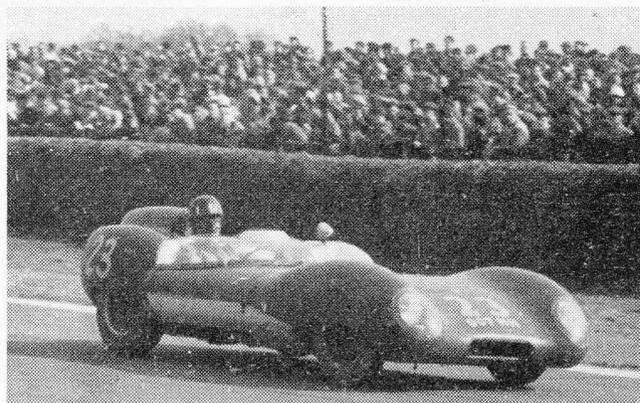
Brabham, just behind, was so startled by the unexpected explosion in front of him that he all but lost his car completely, but just managed to keep it on the road. Hawthorn no doubt breathed a sigh of relief as his principal opponent was no longer in pursuit, but he could

not really relax, for Brabham was not so far away.

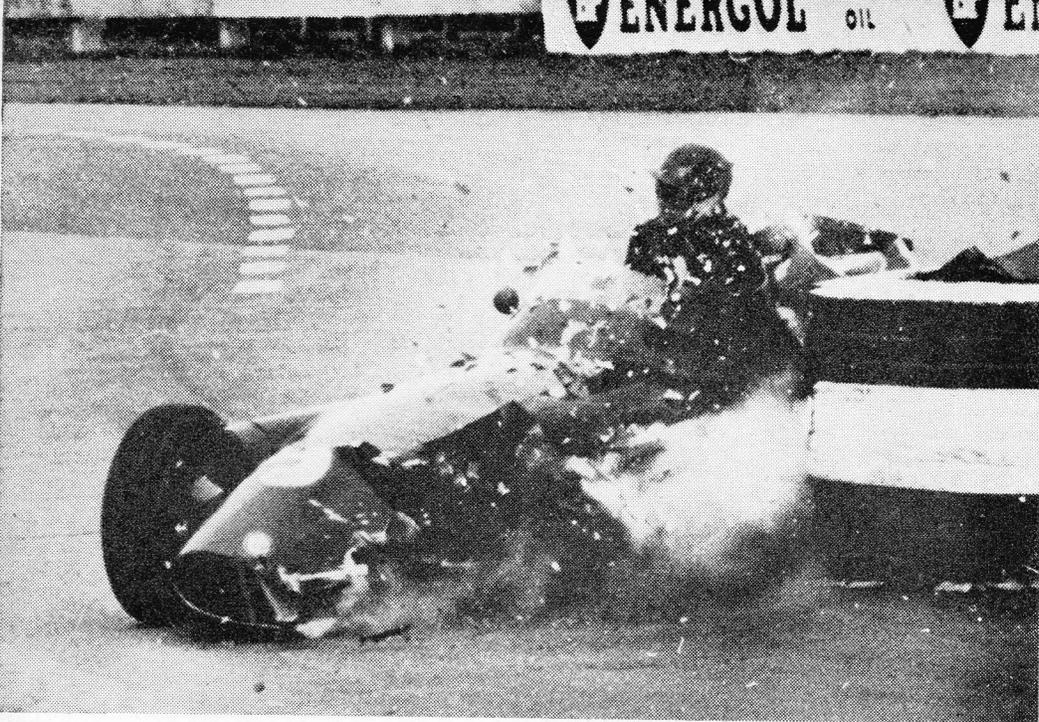
Meanwhile, B.R.M. troubles were not over, for Shell had come unhappily into the pits, the tail of the car shrouded in smoke. Contrary to Behra's trouble, Shell's brakes (or at least the single disc brake mounted at the rear of the transmission) would not release, and the car almost caught fire with the friction! The



ANGLO-BELGIAN battle at Madgwick between Bruce Halford (Lister-Jaguar) and, behind him, L. Bianchi (V-12 3-litre Ferrari), who finished fifth, a member of the Ecurie Nationale Belge.



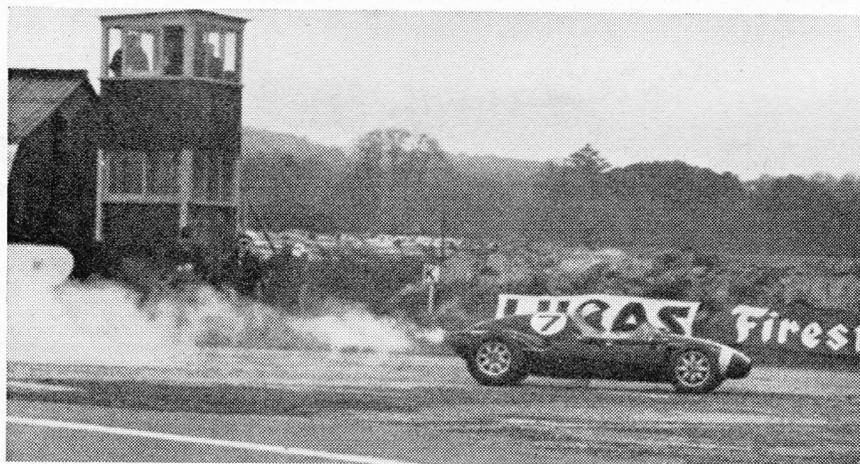
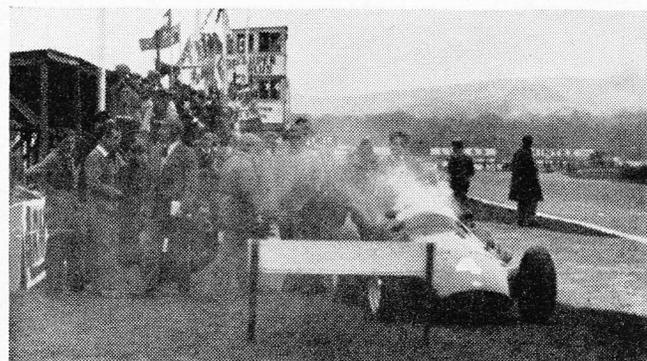
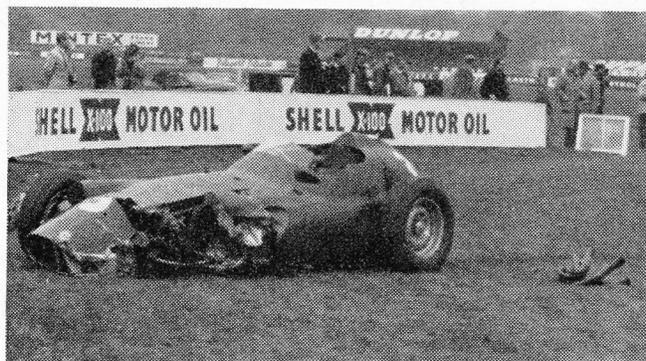
FIRST OUTING in this country for the new Lotus 15 was this 2-litre version, driven by Graham Hill, which set up a new 2-litre sports car lap record before gearbox trouble forced it out of the race.



Archie's car was sounding a little rough. And so they continued to the finish. Mike Hawthorn flashed over the line as the winner, 36 seconds ahead of Jack Brabham (2-litre Cooper-Climax). Roy Salvadori (2-litre Cooper) was third and Cliff Allison (F2 Lotus) fourth and winner of the F2 category. Fifth and sixth were Lewis-Evans and Scott-Brown (Connaughts). Second and third of the F2 contenders were Tony Marsh and Ian Burgess, who had both driven well, if unspectacularly.

The last event of the day was for sports cars up to 1,100 c.c., and as might

CALAMITY struck at B.R.M. when Behra used the toughest part of the chicane—the end of the brick wall—to take the place of lost brakes. He was lucky to escape with only bruises. The car (below, left) fared worse. Shell's B.R.M. (below) also retired, with a rear brake that stuck on and nearly set the car on fire.



be expected, Lotuses were in the majority, although there were three works Elvas, driven by Chris Bristow, R. Mackenzie-Low and Eugene Hall, plus R. Utley's Tojeiro.

There were 24 starters, but the race quickly resolved itself into a contest amongst nine drivers who were away ahead of everyone else, the field being left far behind. Tom Dickson went into the lead from the start, followed by Keith Hall, Roy Salvadori, Peter Ash-down, Chris Bristow and J. Campbell Jones. In the first few laps there was a considerable amount of sorting out and places were exchanged frequently. Salvadori moved up into second place and Campbell Jones came through quickly into third place and then took Salvadori! By the fifth lap the order stabilized and

(Continued on page 468)

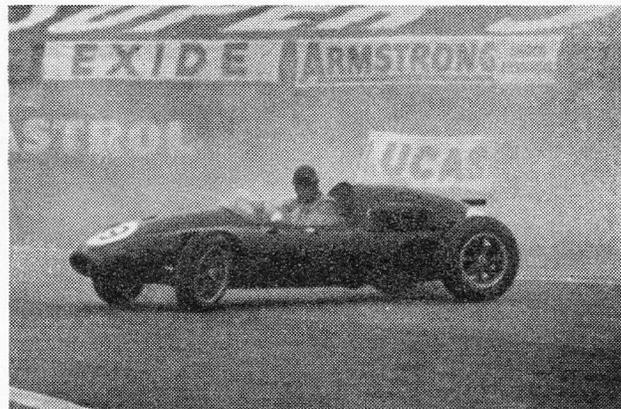
smoking B.R.M. was pushed to the end of the pits, where a short comedy scene ensued, involving a fire extinguisher which at first would not work at all, and then suddenly released its foaming contents over the firemen and mechanics. . . .

Behind Brabham was Salvadori, and behind Salvadori was Cliff Allison, in the 1½-litre Lotus, leading the F2 cars and lying fourth overall. And behind him a private battle was in brisk progress between Archie Scott-Brown and Stuart Lewis-Evans in the two Connaughts. Archie stayed in front until the 33rd lap, when between Woodcote and the chicane, Lewis-Evans squeezed the toothpaste-tube—and went through the chicane first. It was at this time, however, that we began to notice that

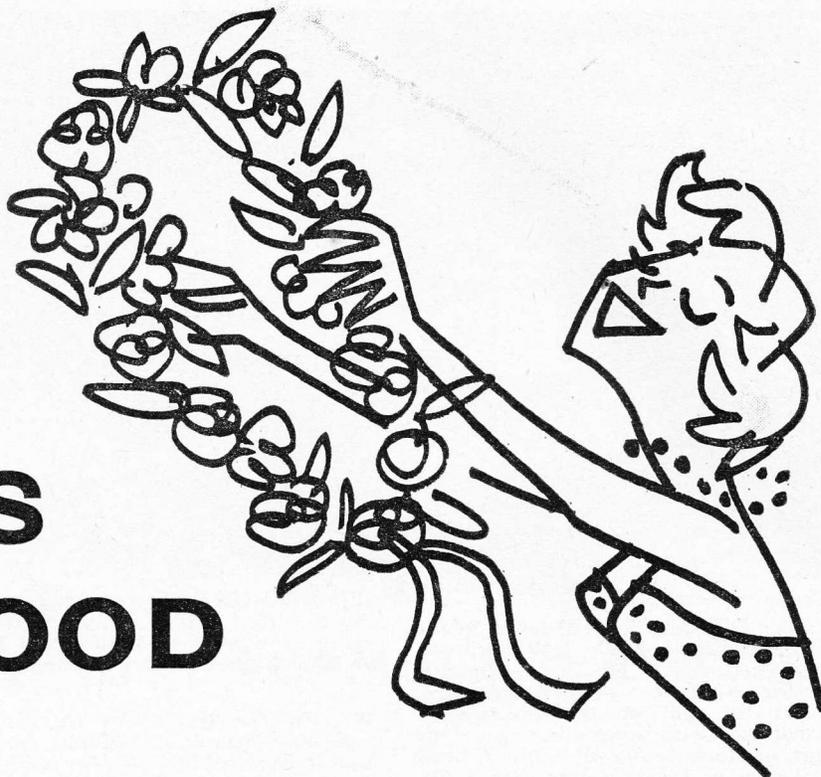
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MORE SMOKE—this time from Moss's Cooper (above) which threw a connecting rod. Brabham (right), who was just behind, got lost in the smoke and found himself going the wrong way.

★



SHELL SUCCESS GOODWOOD



EARL OF MARCH TROPHY

1st Beart-Cooper—S. Lewis-Evans

2nd Beart-Cooper—T. Taylor

GLOVER TROPHY

1st Ferrari—Mike Hawthorn
shares new lap record for course

(Subject to official confirmation)



ALSO USING SHELL FUEL



Goodwood—continued

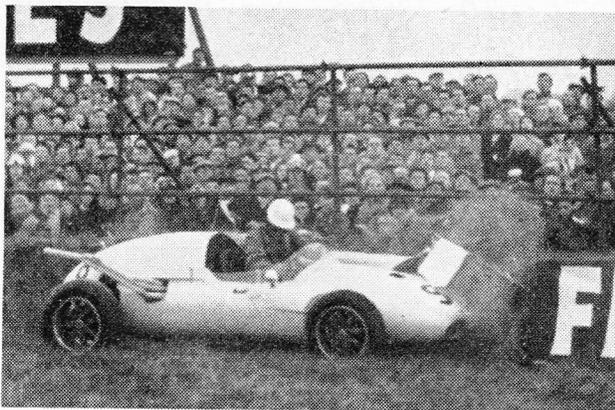
became Dickson, Campbell Jones, Salvadori, Ashdown, Keith Hall, Bristow, Innes Ireland, Ron Flockhart and Keith Greene—with the rest nowhere. Towards the end of the 10-lap race Ashdown's Lotus began misfiring and an aura of steam betokened a blown head gasket, as he began to drop back, while Innes Ireland made a spurt and pulled up to fifth place. Then, on the very last lap, Campbell Jones made a really fine effort and swept into the lead, to beat Dickson by less than half a second in as fine a finish to a fine meeting as one could wish for. In achieving his victory, he scored a fastest lap at 88.89 m.p.h., a new 1,100 c.c. sports car lap record.

Incidentally, a crowd of some 55,000 was present to watch this excellent day's racing, and to celebrate the opening of the airstrips, no fewer than 74 private aircraft were lined up on the field at the beginning of the afternoon.

Goodwood Briefs

THE DB3S Aston Martin which John Dalton drove was the ex-works car that was fitted with wishbone-type front suspension.

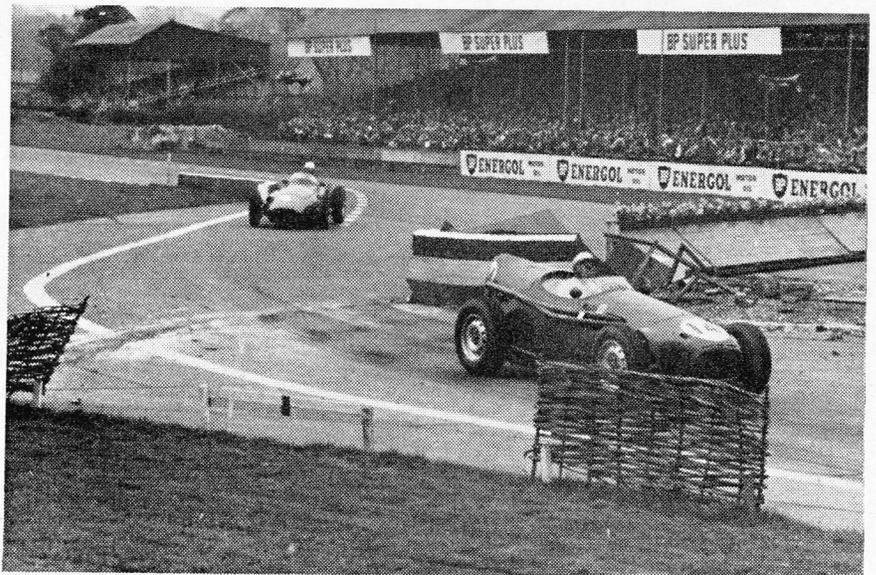
THE Tiger Club—a flying club primarily for owners of De Havilland Tiger Moths—put on a flying display to celebrate the reopening of Goodwood as an airfield (it was Westhampnett aerodrome in wartime). Formation flying



BUSINESS-LIKE appearance of the Parson, the 1½-litre Maserati-engined sports-car entered by Weldangrind Ltd., and driven by S. G. Young.

★

WRECKAGE (below) of the chicane wall after Behra's B.R.M. had finished with it, is passed by Stuart Lewis-Evans's Connaught and K. R. Campbell's Maserati.



★

ANOTHER one to run into trouble—and a straw bale—was Tom Bridger, who drove the British Racing Partnership Cooper in the F1 race.

★

by three aircraft tied together with ribbon was impressive, as were aerobatic demonstrations by two tiny "Turbulent" single-seater monoplanes, which are being marketed as "do-it-yourself" kits. It is said that one of the manoeuvrable little planes can be built for about £500, including the modified Volkswagen engine which powers it.

IN the 1,100 c.c. sports car race, G. Fowell (Lotus) found (through necessity!) that it was possible to take a short cut through on the grass to the left of the chicane. Perhaps—shades of the R.A.C. Rally—there should be a passage control half-way through on the correct route?

Results

Earl of March Trophy

(10-lap Scratch Race for 500 c.c. Racing Cars)

1. S. Lewis-Evans (Beart-Cooper), 83.62 m.p.h.;
2. T. P. Taylor (Beart-Cooper); 3. J. K. Pitcher (Cooper-Norton); 4. D. Truman (Cooper-Norton); 5. J. F. Denley (Cooper-Norton); 6. T. H. Shaddick (Cooper-Norton). **Fastest lap:** S. Lewis-Evans, 85.04 m.p.h.

The Lavant Cup

(15-Lap Scratch Race for Formula 2 Cars)

1. J. Brabham (Cooper-Climax), 93.76 m.p.h.;
2. G. Hill (Lotus-Climax); 3. C. Allison (Lotus-Climax); 4. S. Lewis-Evans (Cooper-Climax); 5. T. Marsh (Cooper-Climax); 6. J. D. Lewis (Cooper-Climax). **Fastest lap:** Graham Hill (Lotus) 1 m. 30.2 s., 95.79 m.p.h.

Sussex Trophy

(21-lap Scratch Race for non-supercharged Sports Cars exceeding 1,100 c.c.)

1. S. Moss (Aston Martin DBR2), 89.94 m.p.h.;
2. P. Collins (Ferrari); 3. J. Duncan Hamilton

(Jaguar D); 4. A. G. Whitehead (Aston Martin DB3S); 5. L. Bianchi (Ferrari); 6. M. Charles (Jaguar D). **Fastest lap:** S. Moss, 92.50 m.p.h. (New sports car lap record.)

Goodwood International "100" for the Glover Trophy

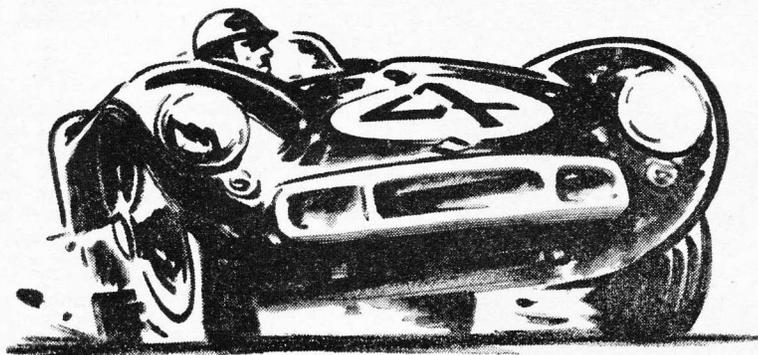
(42-lap Race for Grand Prix Cars)

1. Mike Hawthorn (Ferrari), 94.96 m.p.h.;
2. Jack Brabham (Cooper-Climax); 3. Roy Salvadori (Cooper-Climax); 4. Cliff Allison (Lotus-Climax); 5. S. Lewis-Evans (Connaught); 6. A. Scott-Brown (Connaught). **Fastest lap:** Mike Hawthorn (Ferrari) and Stirling Moss (Cooper), 97.30 m.p.h. (New circuit lap record.)

The Chichester Cup

(10-lap Scratch Race for non-supercharged Sports Cars up to 1,100 c.c.)

1. J. Campbell Jones (Lotus), 87.08 m.p.h.;
2. T. Dickson (Lotus); 3. R. Salvadori (Lotus); 4. J. K. Hall (Lotus); 5. I. Ireland (Lotus); 6. C. Bristow (Elva). **Fastest lap:** J. Campbell Jones (Lotus), 88.89 m.p.h. (New Class G sports car record.)



GOODWOOD INTERNATIONAL MEETING

Ferodo First

INTERNATIONAL '100' (FORMULA II CLASS)

1st **LOTUS** *C. Allison*

SUSSEX TROPHY

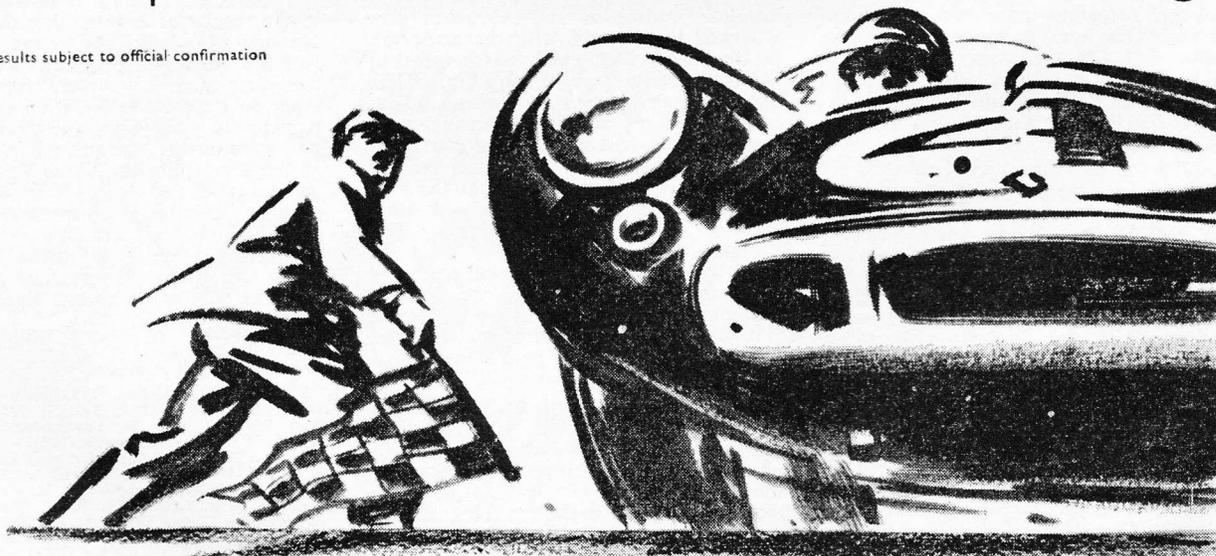
1st **David Brown ASTON MARTIN** *Stirling Moss*

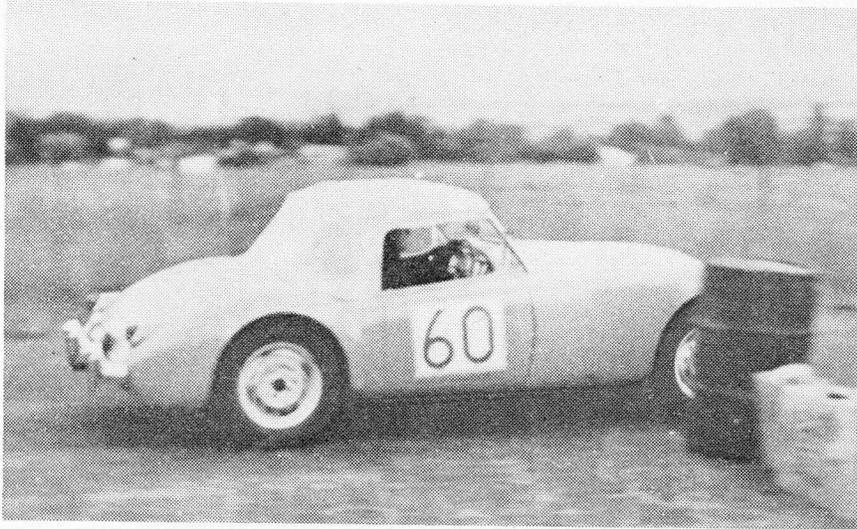
EARL OF MARCH TROPHY

1st **BEART-COOPER** *S. Lewis-Evans*

Fit race-proved **FERODO** Anti-Fade Brake Linings

Results subject to official confirmation





South African Commentary

Big Entry for Transvaal Event

ON a Saturday morning not long ago, 80 cars lined up for the start at the Milner Park showground, within a mile or two of the centre of Johannesburg. The entry was of record size and included 41 cars from the organizing club. Competitors faced 400 miles of motoring in the Western Transvaal. In former years, the trial was a mere 150-mile trip round and about Jo'burg. Mr. Francis Tucker, acting as organizer of such an event for the first time, planned it as a true test of car and driver, with less emphasis than usual on navigation. For example, time allowance at each of the 27 secret controls was one minute in either direction. The "Transvaal" opened with a special test at the sports stadium. The idea was to park the car in a bay, remove and change a front wheel, then continue round the ash track and negotiate a wiggle-woggle. This test was simultaneous with the start of Section 1. Hence there was great fun, all cars doing the required stuff with crew and everything else. Standard time for each class was, dangerously enough, fastest time for the class. Thus cars escaping without penalty were a Citroën 2 c.v., Fiat 1100, Brian Smith's 1934 Talbot sports, Lee's Volvo and a Chevy 210 of 1956 vintage.

And so through the luxury suburbs of Northern Johannesburg and then out to the circuit halfway between the Golden City and Pretoria. Here there was an exciting and cleverly arranged regularity test over the new, shortened track. To nullify the advantage of the racing drivers over the other pilots, cars were sent round in a clockwise direction. Furthermore, a chicane of sorts had been placed on the approach to the new fast bend parallel to the main straight. This was, of course, the scene of a good deal of wing-bashing. A practice run was allowed, after which three laps had to be completed in a regular fashion. Set times had also to be adhered to or bettered. One of the first cars to strike a barrel (which, incidentally, contained pitch, much to the disgust of one bespattered marshal) was the DKW of van

Heerden. On making his exit from the track, he was asked by the chief marshal whether he possessed a competition licence. After a while it became obvious that more or less everyone would hit the drum at least once. Some managed to do it on the practice tour. There were big laughs all round over the greenhorn who passed the time-keepers at the end of his practice lap, then drew up to ask what he should do next. At times the testing became rather dicy. As a result, Potgieter flipped his M.G.A on Horseshoe. The driver was taken to hospital and the car swiftly pushed into the veld, since one of the dealer-sponsored Borgwards was heading hellbent up the straight, hitting the sand verge, then going slap-bang into the grass to get past a Standard 10. Drivers of the l.h.d. Volvos had difficulty with the chicane, while, at the other end of the proceedings, the sports cars were very much at home through it. A Plymouth Cranbrook altered a bit of chromework till it looked like an old-time bladed chariot. Most of the American cars whacked the barrels, with the exception of Bornman's 210, which was handled in a way nothing short of uncanny. The last car to circulate was a Vedette, which arrived five minutes late. Racing man, Aukema, too, had made a bad start with a wrong turning, with the result that he was 13 minutes behind time at the first check point in Bryanston—a bad blow to one of the DKW teams. The Krugersdorp man, however, tried to make amends by escaping from the regularity test with 60 bonus points, through lapping faster than the set time. Pieterse (DKW) and Bosman (Morgan) were the only others to collect points instead of losing them.

The route went north to Thabazimbi, and a few cars only just made it. The roads here were sometimes of dirt and of the nature that if one did not stick to the exact path taken by the previous user, there was trouble. This caused two roll-overs—a Hawk and a Fiat 1100. A Zephyr also went off the beaten path. A Lloyd, dealer-sponsored, blew his gasket and the Protea broke his sump.

SCENE from the regularity test at Grand Central—Leonard Sacks cuts it fine through the chicane in his M.G.A.

The car managed to reach Thabazimbi and was brazed up. One of the members of the Lupini family, driving a Fiat 1100, split the petrol tank and arrived late. Cars and drivers got half an hour to cool off then set off east for Nylstroom. This section included a now-notorious sub-section, which featured 12 gates for the opening and for the closing, and if you didn't see any bush for an observer to hide behind, that didn't mean a thing. Over a distance which included six gates, the large cars had to average 54 m.p.h. Tying for first place over this part of the competition were the Volvos of Lardner-Burke and Lee, who had not lost a single point on the road sections at this stage. These two Swedish cars both got through from Thabazimbi to Nylstroom with clean sheets. There was another rest period of 30 minutes. The trial was so arranged that no car kept going for more than four hours without a break.

The return southward was via Pretoria to Grand Central again. Competitors knew there was to be a further test at the race track before they could cross the line in Modderfontein, an industrial township on its own near the city. But they did not know what form it would take. Seven o'clock saw them arriving in dribs and drabs at the control on the main Pretoria road, then winding along the sandy approach to the track. Not many cars were missing. Drivers now learned that they were required to equal, in the tricky half light (and for those who arrived later, the pitch black), the first lap time they had done in the morning. No mean feat after a full day's competitive driving. This test was less full of incident than the a.m. showing, though. There was a bit of excitement when the Fleetline got in the way of the Morgan going into the chicane. Bosman held the sports car so close behind the Chev. that the latter's driver broke out in a cold sweat and pulled right over once they had passed round the markers. He pulled so far over that he nearly ended up in the veld.

The name of Lupini is now appearing in the results of events other than races. No one will deny that "Zappy" Lupini had the best chance of all in the small car class with his potent little bomb. Even so he only took 25th slot overall. Apparently this was an affair where power counted. An analysis of the first 10 reads as follows. Three Volvos were entered and two finished in the select group. Of the 10 Fiats entered, two finished high. Five of the eight DKWs did well and one of the seven Triumphs made the grade. Every class was won by a member of the Sports Car Club.

N. R. WHITEHEAD.

Results

1, R. K. Lee (Volvo), 178 penalty marks; 2, M. R. Eadie (Fiat 1100), 303; 3, W. H. Moyes (Fiat 1100), 315; 4, D. Lardner-Burke (Volvo), 349; 5, W. J. S. van Heerden (DKW), 392. **Class A (up to 850 c.c.):** A. Lupini (Fiat Abarth). **Class B (850-1,250 c.c.):** M. R. Eadie (Fiat 1100). **Class C (1,250-2,000 c.c.):** R. K. Lee (Volvo). **Class D (over 2,000 c.c.):** R. E. Ware (Austin A90). **Class E (pre-1949):** B. R. Smith (Talbot). **Best Woman Driver:** Jean Humphries (TR3). **Best Sports Car:** E. S. K. Tucker (TR2). **Club Team Prize:** Lee, Lardner-Burke, Clapham (DKW). **Make Team Prize:** T. J. Campher, van Heerden, Pieterse (DKW).

CASTROL WINS

at
BRANDS HATCH
PRODUCTION SALOON CARS-RACE 1
1ST

J. G. SEARS (AUSTIN A.105)

3RD

J. SPRINZEL (AUSTIN A.35)

(Subject to official confirmation)

Follow the experts
ALWAYS ASK FOR
CASTROL
by name





West Hants & Dorset M.C. Hartwell Cup Trial

An Interesting Event "Spoiled" by Dry Weather!

ON 23rd March the West Hants and Dorset held their Hartwell Cup trial, after a "Nassered" absence of a couple of years. This year the famous "Jesty" formula, in which weight fore and aft, engine capacity and various other factors were calculated, via the slide rules, to obtain results, was dropped and the entry of 52 was divided into simple classes for saloons, tourers and specials, and a few driving tests thrown in as tie-deciders. Unfortunately the weather proved dry, with a high wind, and few of the hills were "stoppers". Thus many of the results were decided by the tests.

First test was held just after the start, at Bere Regis, and competitors had to stop astride a line, reverse into a bay, and accelerate out again, on a loose surface. Driving methods differed considerably, and ranged from the cautious and steady, who took a little longer, and the press-on types, who, as usual, slid all over the place, and hit everything within reach. Those who took the middle course did the best, and among these were Harold Tilzey (Hillman Minx) who was a model of neatness, J. J. Macklin's Volkswagen and J. Ashworth's highly tuned Minor. Mrs. Jesty drove Peter Cooper's special for the first time and was extremely rapid. A. Steven's, complete with large dog, managed to get a couple of gears at once, with his venerable Austin 7. George Hartwell, donor of the main trophy, was having a go this year, and threw his Rapier around in fine style. H. Rose was determined in his Minor Traveller, as was F. Bruce-White in his venerable Jarvis Midget, which appeared in AUTOSPORT a few weeks ago.

From the tests competitors went to a group of grassy sections at Roke Farm. Here the gale-force wind had dried things out to such an extent that the sting was taken right out. A very interesting group of hills was situated at Liscombe Farm, near Dorchester. A couple of short ones were real "stoppers", and very few got up. An excellent effort was observed by J. Dibben's Austin 7, which looked ex-

remely ancient, but had been seen travelling very rapidly under different ownership at Brunton and Gosport last year. Harry Rose was defeated, as was Tom Bryant's Morgan and many others. John Macklin's Volkswagen made it look easy, as did J. Burry's attractive Lilfo.

The best section of all started along the bed of a stream, turned sharp right through a gateway, then left again and then straight up a grassy slope. Half-way up there was a gully . . . and many there were who took off in a big way. Harold Tilzey landed with a crash, and ploughed up a large quantity of land with his front axle. George Hartwell made unauthorized modifications to the front of his Rapier, and B. Retford (Minor Traveller) did likewise to his rear end. J. B. Jesty's Minor got right up to the finishing line and failed with his front wheels by the "section ends" flag, but Mrs. Jesty fairly romped up with the special. F. Bruce-White just toured gently up but W. A. Walters fairly sprinted to the top, with a small infant bouncing enthusiastically on the back seat.

From Liscombe the field wended its way back into the Purbeck Hills for Cocknowle, Smedmore and Luton Gwyle. Unfortunately, the wind had dried the last two to such an extent that they were just a quiet tour. Smedmore, which is practically impossible when only slightly damp, was so easy that the organizers had a "stop and restart" over a hump. This caught practically nobody. Luton Gwyle caught a couple of unwary people on the loose left-hand corner, George Hartwell took a completely unauthorized line after a high-speed slide, and Geoff Dear, unfamiliar in a Morris Minor convertible, did things to the bank half-way up, but kept going. E. M. Rogers, eventual winner, on his Morgan, just toured up, and the majority of the family saloons treated the dry surface with contempt.

Adjournment to Swanage for a meal and publication of the results, followed Luton Gwyle, and opinions were varied. Most of the competitors said "thank goodness it was dry" but organizers and

THE DISTAFF SIDE: Mrs. Pauline Jesty, winner of the Specials Award, brings her trials car over the steep part of Liscombe Hill.

officials all said "if *only* it had rained!" Ironically enough, it poured next day!

A. HOLLISTER.

Results

Hartwell Cup: E. M. Rogers (Morgan). **Merchant Cup:** W. A. Walters (Ford). **Specials Award:** Mrs. P. Jesty (Ford Spl.). **Ladies' Award:** Mrs. R. Haw (Hillman). **Novices' Award:** D. Williams (Ford Popular).

Class Awards: J. J. Macklin (Volkswagen); R. E. Snow (Volkswagen); J. Lanz (Hillman); R. Waters (Renault); F. Bruce-White (M.G. Midget); J. Gibbs (Dellow).

Full Sutton—continued

Event 5 was a Le Mans start, eight-lap scratch race for sports cars up to 1,500 c.c. It was so cold at the start of the line-up that Denzel driver Edgar Wadsworth nearly kept on his natty gents overcoat and all the others were jumping about to try to get warm! Away first was our old friend the "handicapper's nightmare", in the burly form of Jimmy Hacking in his "Q" car—a standard-looking TF. As usual it was so fast that the M.G.As of T. L. Burgess and C. H. Cross, the place-men, could make no impression!

Last race was a 12-lap *formule libre* event for the *Yorkshire Evening Post* trophy. The few hardy spectators left did not see a great race, but they did see some fine driving by the winner, J. Clark ("D" type) and second man home, J. Blumer, driving Steele's Lotus, both these cars doing a 100 plus m.p.h. lap on the sixth tour. Third man was Jim Berry, whose E.R.A. Spl., undergeared by at least two cogs, also cut a plug. Fourth and fifth were F. Elliott (Lister-Bristol) and B. J. Cox (Elva-M.G.). As the winning Jaguar entered the paddock, so exited the "clutch".

To sum up, a magnificent circuit, far more suited to a full-scale event rather than a club meeting, and if the B.R.S.C.C. streamline their organization and above all attend to their paper work, future meetings should be tip top!

FRANCIS PENN.

Results

Eight-lap Scratch Race for Racing and Sports Cars up to 1,500 c.c.: 1, J. Blumer (Lotus-Climax), 17 m. 22.2 s.; 2, J. C. Brierley (Victoria-Climax); 3, E. J. Allen (Lotus-Climax).

Twelve-lap Scratch Race for Sports Cars unlimited: 1, H. Smith (A.C.-Bristol), 27 m. 19.8 s.; 2, A. G. Kellett (Austin-Healey 100S); 3, P. H. Sutcliffe (Frazer-Nash Le Mans).

Eight-lap Scratch Race for 500 c.c. Racing Cars: 1, R. A. Bell (Cooper), 19 m. 6 s.; 2, G. Gartside, Jnr. (Cooper); 3, T. Dawson (Cooper).

Eight-lap Scratch Race for Unlimited Racing and Sport Cars: 1, J. Clark (Jaguar), 17 m. 36.6 s.; 2, E. J. Allen (Lotus); 3, J. C. Brierley (Victoria-Climax).

Eight-lap Scratch Race for Sports Cars up to 1,500 c.c.: 1, J. P. Hacking (M.G. TF), 19 m. 18 s.; 2, T. L. Burgess (M.G.A.); 3, C. H. Cross (M.G.A.).

Twelve-lap "Formule Libre" Scratch Race: 1, J. Clark (Jaguar), 24 m. 51 s.; 2, J. Blumer (Lotus); 3, J. Berry (E.R.A. Spl.).

Recent Results

BURNHAM-ON-SEA M.C.

Wessex Rally, 22nd/23rd March

Best Performance: G. W. Best/H. Liddon (TR3). **Runner-up:** H. H. Rowcliffe/T. W. Underhill (VV). **Best B.M.C. member:** E. R. Shillabeer/M. Southcombe (Jaguar 2.4). **Novice Award:** H. S. Hawkins/R. Powell (A35). **Class Awards:** G. J. Mabbs (Standard Pennant); T. Moore (Morris Minor); P. White (Metropolitan); N. J. Hebditch (TR2); R. J. Jackson (Morris Isis). **First Class Awards:** C. M. Seward (Standard); Dr. J. T. Spare (A50). **Team Award:** Yeovil C.C.

Club News

By MARTYN WATKINS

JUST in case someone actually reads my effusions in this column week by week, I must apologize for the lack of comment in this issue: pressure on space, with simply hordes of motoring events going on over the week-end, precludes the usual introduction. Sorry!

* * *

The Stockport M.C. are holding their club supper and dance on 16th May at Deanwater Hotel. Tickets are 12s. 6d. each and may be obtained from D. J. Clegg, 18 Church Road, Davenport Green, Wilmslow. On the 27th the club holds its Stockport Rally, starting at the Fiveways Hotel, Macclesfield Road, Hazel Grove. Start at 10.30 a.m. The route will be approximately 160 miles and will finish at the Bee Hive Inn, near Chapel-en-le-Frith. Entries must be sent to J. G. Hopwood, Woodlands, Bowlacre Road, Hyde. Entry fee is 12s. 6d. . . . The **Burnham-on-Sea M.C.** are staging a Rallye Femina on 13th April. This is a closed event, starting at Watchfield Inn, near Highbridge, at 2.30 p.m. The entry fee is 6s. 6d. and must be sent to John Buncombe, 2 Grove Road, Burnham-on-Sea, Somerset. . . . The **Coventry & Warwickshire M.C.** are holding their National Benzole Trophy Rally on 13th April, a closed event starting from Chesford Grange Hotel, near Kenilworth. Entries must be sent to P. D. Shanks, Four Winds, St. Martin's Road, Finham, Coventry. The fee is 15s. or 10s. for a team of three cars. Start is at 10.01 a.m. . . . The **Alvis O.C. (S.E. Section)** are having a meeting at the Warren Wood, Epping New Road, Buckhurst Hill, Essex, at 7.30 p.m. on 17th April. On 6th May, there will be a meeting at the Duke of York, Great West Road, Brentford, at 7.30 p.m. The S.E. Secretary has changed his address to G. C. K. Chase, 80A Sinclair Road, London, W.14. On 12th April the **S.W. Section** are holding a meeting at the Bicknoller Arms, Bicknoller, at 8 p.m. The **Scottish Section** are meeting at the Ivanhoe Hotel, Buchanan Street, Glasgow, at 7.30 p.m. on 1st May. On 17th April, the **Northern Section** meet at the Wilton Arms Hotel, Denton, at 8 p.m. Alvis Day 1958 will be on 18th May at Crystal Palace. . . . The **North Staffs M.C.** are staging a closed Evening Rally, starting from Leeses Garage, Barlaston, at 7 p.m. on 18th April. Entry fees of 5s. must be sent to S. Turner, South View, Barlaston, Staffs, by 12th April. . . . The **Fiat 500/600 Club's** Navigation Rally will start at Robin Hood Gate, Richmond Park, Kingston Vale, at 11 a.m. on 20th April. . . . The **Plymouth M.C.** have decided to postpone the Manor Rally, originally to be run on 11th April. It will now take place on the 26th. . . . The new Secretary of the **B.A.R.C. (S.W. Centre)** is Mrs. R. V. Havard. The Competition Secretary is W. R. Short. . . . The **Sevenoaks & D.M.C.** will hold their Annual General Meeting at 8 p.m. on 11th April at the Three Horseshoes, Knockholt Pound, near Sevenoaks. . . . Regulations are now available for the **M.G. Car Club (North East Centre)** Night Navigation



QUICK! Competing in the recent East Surrey M.C. Martini rally, J. E. Smith's navigator almost falls out of his car in his eagerness at the time control at Frensham—start of the toughest part of the rally.

Rally to be held on the 19th-20th April. The invited clubs are the Airedale & Pennine M.C., B.A.R.C., B.R.S.C.C., De Lacy M.C. of Pontefract, Huddersfield M.C., Ilkley & District M.C., Leeds University Union M.C., Yorkshire Sports Car Club. Starting point: Red House Café, near Pool-in-Wharfedale. Entries close on the 16th April at £1. Secretary of the Meeting: R. W. Bates, 34 Brierley Road, Bessacarr, Doncaster. . . . Starting

on Wednesday, 16th April, **Club Lotus** will hold monthly Club Nights on the third Wednesday of each month at the Pavours Arms, Page Street, Westminster, S.W.1. On 16th April, Colin Chapman will give a talk on the recent Team Lotus successes at Sebring. It is hoped that he will be supported on this occasion by the two other Team Lotus drivers from this country, Cliff Allison and Bill Frost. On Sunday, 29th June, the Club will be once again co-promoting with the 750 Motor Club and the 250 Motor Racing Club at Brands Hatch. The programme includes racing for 250, 750 and 1,172 Formula cars, a Saloon Car Handicap, a Lotus Race and a 1,100 c.c. Sports Car Event. Regulations are now available from the Secretary of this club at 347 Goswell Road, London, E.C.1. . . . Regulations have been sent to me for the **Gospport Speed Trials** at Eastney, Portsmouth, the date being 27th April. Invited clubs are B.R.S.C.C., B.A.R.C., Seven-Fifty M.C., West Hants and Dorset M.C., Plymouth M.C., Bristol M.C., Taunton M.C., Guildford M.C., Vintage Sports Car Club, Club Lotus, London M.C., 250 M.R.C., Aston Martin O.C., Bognor Regis M.C., Brighton and Hove M.C. and Chichester M.C. Entries close on 19th April and go to K. B. Salmon, Riversdale Cottage, Soberton, Hants. . . . **Morecambe C.C.'s** fourth annual driving test rally will be held on 4th May: this incorporates the Morecambe Bay driving championship and the B.T.R.D.A. Flather Star competition. The same club's Leighton Hall hill-climb—again a restricted event—takes place on 18th May: this year there will be a class for 500 c.c. racing cars. . . . **Stafford and D.C.C.** and **Wolverhampton and S. Staffs C.C.** hold a spring rally on 19th-20th April—closed to members of these two clubs. Entries go to B. Harper, 51 Wood Lane, Wedges Mills, Cannock, and close on 17th April. . . . **Epping Forest Motorsport Association** holds more film shows on 21st and 22nd April, this time at Lambeth Town Hall, Brixton Hill, (Continued on page 475)

Coming Attractions

- April 12th.** *British Empire Trophy Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 1.15 p.m.*
Vintage S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.15 p.m.
- April 13th.** *B.A.R.C. Hill-Climb, Brunton, near Collingbourne Ducis, Wilts. Start, 12.30 p.m.*
Seven-Fifty M.C. Sprint, Brands Hatch, near Farningham, Kent.
Bolton-Le-Moors C.C. Driving Tests, Blackpool. Start, 12 noon.
Lancs and Cheshire C.C. Derbyshire Trial, Matlock Bath, Derbyshire. Start, 11 a.m.
- April 19th.** *B.A.R.C. International Race Meeting, Aintree, near Liverpool. Start, 11 a.m.*
- April 20th.** *B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent.*
Thames Estuary A.C. National Driving Tests, Orsett, near Grays, Essex. Start, 10.30 a.m.
B.A.R.C. Driving Tests, Mallory Park, near Hinckley, Leics. Start, 2.30 p.m.
- April 26th.** *B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex.*
- April 27th.** *Lagonda Club/A.C.O.C. Sprint Meeting, Brands Hatch, near Farningham, Kent.*
Gospport A.C. Speed Trials, Eastney, Portsmouth.

DRIVING TESTS—D. Lewis carries out his task at White Waltham airfield during the recent East Surrey M.C. Martini rally.

R.A.F.A.M.C. RALLY

THE R.A.F. Association M.C.'s spring navigation rally held on 22nd March and run for the first time as an invitation event, attracted nearly 100 applications and a full entry list of 75, including many well-known N.W. competitors.

Starting from Queensferry, the first control of the 150-mile course was at Rhydymwyn and thence via winding and mountainous, but always well-surfaced, roads to Llansannan, southwards past the Aled Reservoirs to a point near Bala and back again to Llanfihangel. By now all competitors had lost time, but A. L. Dyke (Healey) and M. Sutcliffe (Minor 1000) had lost only 2 mins. each.

The next section, which was fairly easy driving to Clocaenog Forest, proved to be the greatest mark loser. Many competitors failed to find the gated road which would enable them to approach the control from the west. Previous winners Ossie Stirling/Brian Harrocks found the gate but were put off by a string hinge. Ted Lambert and Eric Fishwick were equally unsuccessful, but Sutcliffe was supreme and did not drop another mark.

The remainder of the route consisted of short, tight sections including Bwlch pen Barras, and led back to the finish at Parkgate. There, a marked map of the correct route was displayed and attracted a deal of attention from the 60 who eventually arrived and were loud in their praise for a most enjoyable and well-organized event.

Results

Best Performance: M. Sutcliffe/G. P. Crabtree (Minor 1000); 2, K. C. Walker/F. Trickett (TR3); 3, S. E. Mather/P. Dingley (Fiat TV); 4, C. B. Taylor/W. G. Sexton (TR2). **Team Award:** Mrs. S. Wooley/A. Wooley (AS5) and M. Sutcliffe/G. P. Crabtree (Minor 1000). **Best Novice:** R. G. Ashworth/T. McDonagh (Standard 10).

HERTS COUNTY SPEED EVENTS

WITH the speed event season now under way, the Herts County A. & Ae.C. announces that it will be holding three speed events on three different courses. On 11th May, in conjunction with the N.L.E.C.C., speed trials will be held over a 550-yard course at Harleyford, near Marlow. There will be classes for sports and saloon cars.

The Club's annual national Westbrook Hay hill-climb will be held on Saturday, 12th July, and an innovation this year will be the inclusion of classes for unmodified saloons in addition to the usual racing, sports, and modified and grand touring saloon car classes.

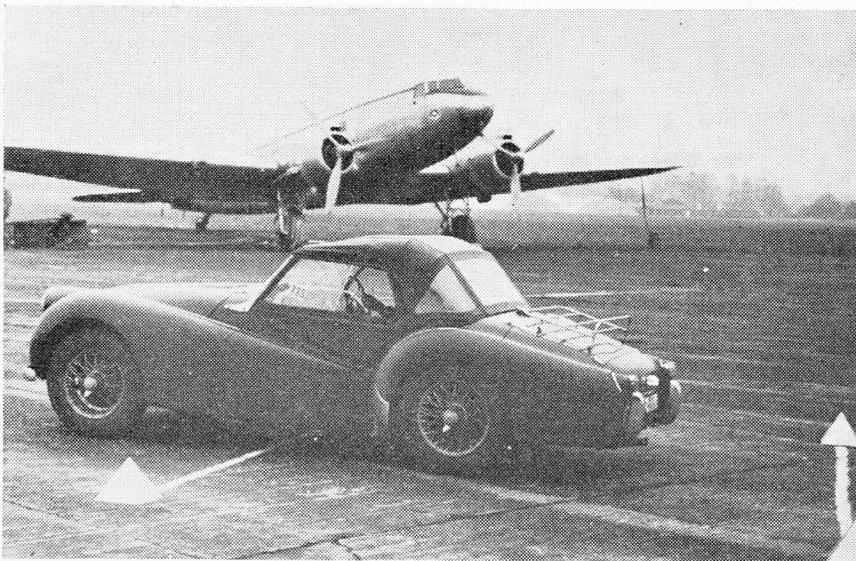
Finally, on 27th July, a speed day will be held at Brands Hatch at which there will be opportunity for practising on the full circuit followed by timed runs of two laps each. Speed event enthusiasts who are not members of the club are invited to contact E. R. Sturt, 33 South Road, Edgware, for details.

EAST SURREY M.C.

Martini Rally

Results

Best Performance: C. W. Dart/P. Donovan (Triumph 14/60); 2, R. D. May/G. I. Coe (Morris Oxford II); 3, L. Roberts/D. Donovan (Renault Dauphine); 4, F. J. Clements/P. Rickward (M.G. Magnette); 5, Mrs. I. M. Scott/J. B. Scott (Sunbeam Rapier). **Team Award:** J. J. Richards (Citroën); R. W. Tanner (Volkswagen); C. Williams (Fiat 1100). **Best Novice:** K. Hussey/C. Tappin (Standard Vanguard). **Driving Test Award:** S. Smyth (Riley Tourer).



Easter Monday—Trenegwainton

THE West Cornwall Motor Club's Easter Monday speed event was favoured by fine weather, a good gate and a typically friendly clubman type of entry. A rather slippery surface detracted from the times in the first half of the programme but by the second half the surface had dried and performances improved considerably.

As usual, the master of the up to 1,300 c.c. class was Ash Cleave in his very fleet Morris Special, this year with a lower front end. Despite being untidy after the start P. S. Banbury's Elva, with a time of 28.44 secs., was but .40 sec. slower than the Morris. Miss V. Hocking, in a Dellow, fought a private duel with R. J. Perry, similarly mounted, the honours going to Perry, time 30.22 secs. A newcomer to Trenegwainton, R. G. F. Swanton, did a very neat climb in his Lotus and achieved 29.84 secs.

A gaggle of TRs and Morgan Plus Fours formed the bulk of the up to 2,000 c.c. class but all were vanquished by R. E. Wright's beautiful Frazer-Nash, which climbed typically unspiculously in 27.81 secs. J. B. Banbury, Morgan, seemed to hang momentarily on the start line, but climbed thereafter to good effect in 27.88 secs. E. D. Scobey's TR2 suffered severe wheelspin and subsequently snaked badly, while that of J. H. Kirkland ran out of road on the left-hand hairpin. Most praiseworthy was the driving of B. Greenfield who, despite the handicap of being legless, quietly conducted his Alexanderized Minx convertible to the top in 32.9 secs., which was .12 sec. quicker than A. F. Lefevre's new Rapier.

The racing car class was but poorly supported but W. C. Cuff's 500 c.c. "Hells Hammers", after much difficulty in starting, made a wild climb in 26.61 secs., which up to then was the fastest recorded. M. Vincenzi's Cooper appeared slightly off form and in this class could manage only 29.01 secs.

That hardy Trenegwainton big car specialist, D. B. Farrell, made a deceptively fast climb in his rebodied Cadillac-Allard and his time of 26.66 secs. could not be approached by A. Bulpin's Austin-Healey. Each year Farrell's

handling of the Allard is always a delight to behold.

With the opening of the championship class times showed an immediate improvement. Ash Cleave's Morris, fast off the start and consistently quick through the bends, got down to 27.61 secs. R. E. Wright reduced his time to 26.96 secs. and as previously the Frazer-Nash was very impressive. Mrs. Farrell took over her husband's Allard and recorded a faultless 28.98 secs., her acceleration between the bends being stupendous. Curiously enough the brothers Banbury in Elva and Morgan were both slower than previously. J. Locker's Morgan naughtily lifted a wheel on the fast left-hand bend and numerous competitors put their nearside front wheels over the verge as they came out of this bend.

The only two racing cars provided the highlights of this class. M. Vincenzi made a polished climb in 24.34 secs., whereupon W. C. Cuff, trying all he knew, replied with 24.97 secs., not quite fast enough. This climb of Vincenzi was fastest of the day, but Reg Phillips's Cooper-Climax record of 23.41 secs. still remained unscathed.

J. H. RADBOURNE.

Results

Sports Cars up to 1,300 c.c.: 1, W. A. Cleave (Morris Spl.), 28.04 s.; 2, P. S. Banbury (Elva); 3, R. G. F. Swanton (Lotus).

Up to 2,000 c.c.: 1, R. E. Wright (Frazer-Nash), 27.81 s.; 2, J. B. Banbury (Morgan Plus Four); 3, J. Locker (Morgan Plus Four).

Over 2,000 c.c.: 1, D. B. Farrell (Allard), 26.66 s.; 2, A. C. I. Bulpin (Austin-Healey).

Racing Cars up to 1,100 c.c.: 1, W. C. Cuff (Hells Hammers), 26.61 s.; 2, M. Vincenzi (Cooper).

Open Championship: 1, M. Vincenzi (Cooper), 24.34 s.; 2, W. C. Cuff (Hells Hammers); 3, R. E. Wright (Frazer-Nash).

Best Time of Day: M. Vincenzi (Cooper) 24.34 s.

Best Time by Lady: Mrs. S. Farrell (Allard), 28.98 s.

Recent Results

JAGUAR D.C.

Spring Meeting, 30th March

Class Awards: O. P. Benn (Mk. V), 2 m. 58 s.; T. H. Rowe (Mk. VII), 2 m. 37.4 s.; D. Williamson (2.4), 2 m. 51.2 s.; D. Hamilton (XK 140), 2 m. 25 s.; P. J. Sargeant (XK 120), 2 m. 36.6 s.; D. Hamilton (D-type), 2 m. 9.2 s.; Miss R. Massey (XK 150), 2 m. 39.6 s.

Club News—continued

London, S.W.2, starting at 7 p.m. The programme is the same on each evening and features the new Mercedes-Benz colour film, *The Three-Pointed Star*. Admission is free but you have to get your tickets from the Secretary, E.F.M.A., 203 High Road, Loughton, Essex. . . .

Motor Enthusiasts Club, Dublin, holds a night trial on 11th April, starting from the Kiltiernan Garage at 7.30 p.m. It is a navigation event. . . . **Bugatti O.C.**

holds a national hill-climb at Prescott on 4th May: this meeting includes the first round of the British hill-climb championship. . . . **Allard O.C.** holds a club night at the Abbey Hotel, North Circular Road, N.W.10, on 18th April, when the feature of the evening will be a series of driving tests on a radio-controlled vehicle. Allard week-end, a Snetterton sprint meeting, takes place on 10th-11th May and entries close on 20th April. . . .

Lagonda Club's April social on 13th April starts at 2 p.m. from the Kings Head, Holtspur, near Beaconsfield. Details can be obtained from Mike Wilby. . . . **West Hants and Dorset C.C.** holds its Lytchett autocross on 27th April at Lytchett Minster, Dorset. Invited clubs are Seven-Fifty M.C., Bristol M.C. and L.C.C., M.G.C.C. (south-west centre), B.A.R.C. (south-west centre), Yeovil C.C., Taunton M.C., North Devon M.C. and Hants and Berks M.C. Entries close on 19th April and go to P. H. Channon, 6a High East Street, Dorchester, Dorset. . . .

North London E.C.C. and **Herts County A. and Ae. C.** are jointly running a hill-climb at Harleyford, Marlow, Bucks, on 11th May—closed to members of the two clubs. Regs are available from G. Bance, 11 Bath Road, Reading. **N.L.E.C.C.** also has a driving test meeting at Heston on 13th April. . . . **Harrow C.C.** members are asked to note that the practice rally scheduled for 17th April will start from the Royal Scot, Apex Corner, Mill Hill, and not—repeat not—from the Red Lion as they seem to have told you earlier. . . . **Circle C.C.** holds its annual night navigation rally on 26th-27th April, starting from Hatton Cross Garage, Feltham, Middx, whence the first car leaves at 9.30 p.m. Invited clubs are B.A.R.C., Chiltern C.C., East Surrey M.C., Hants and Berks M.C., Harrow C.C., Herts County A. and Ae. C., Horsham and D.M.C., London M.C., M.G.C.C. and North London E.C.C. Entries close on 21st April and secretary of the meeting is B. L. Purnell, 58 Cecil Park, Pinner, Middx. . . . **Loughborough College M.C.** holds a sprint meeting at Wymeswold Aerodrome, near Lough-

borough, on 27th April. More details can be had from the Secretary, L.C.M.C., Loughborough College—and that, if you haven't already guessed, is in Loughborough, Leics. . . . Yorkshire centre of the **B.A.R.C.** holds a sprint meeting at Hudson Road Mills, Leeds, on 4th May, kicking off at 2 p.m. Entries close at the normal fee on 28th April for this closed event, but late entries will be accepted up to 1st May. Secretary of the meeting is G. A. M. Baxter, 1 Park View Road, Heaton, Bradford 9.

MID-CHESHIRE M.C.

ON 26th March the Mid-Cheshire Motor Club invited members and friends from all their four sections to the second viewing in this country of that superb Mercedes film *The Three-Pointed Star*. So popular was the showing that, instead of the 200 guests expected, some 300 plus arrived! Nothing daunted, the Mid-Cheshire boys promptly gave a two house show.

This is a long film (running time about an hour and a half), the first half dealing with Mercedes victories from the 1900 era to date, and the second, in colour, consisting of a conducted tour of their

four factories. It is something of an "eye opener" to see their superb organization and scrupulous attention to detail. To any club having the necessary "pull" to obtain *The Three-Pointed Star* for a showing, this film is a must!

F.P.

LAND-ROVERS RALLY

ONE slope at the end of a special section to decide a tie for first and second places produced the winner of the northern area Land-Rover Owners' Club rally at Wingerworth, near Chesterfield, on Sunday, 30th March. The winner was R. R. Waller, who is secretary of the southern area of the Club and had driven up from Sutton, Surrey, to take part in the event. Second place went to W. E. Escott-North, with D. J. Sidebottom third. The field consisted of 39 competitors who completed a road section at a set average speed in the morning, leaving the rough riding section on an agricultural implement demonstration ground for the afternoon. Four deep watersplashes and innumerable steep and muddy slopes were included in the course which wound its way through a wood.

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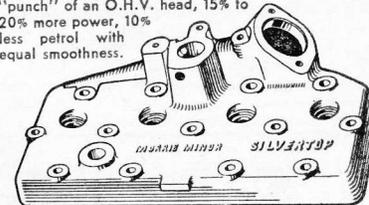
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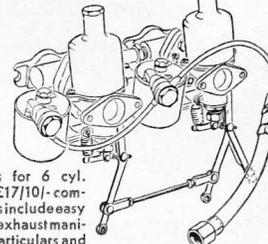
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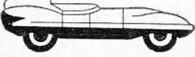
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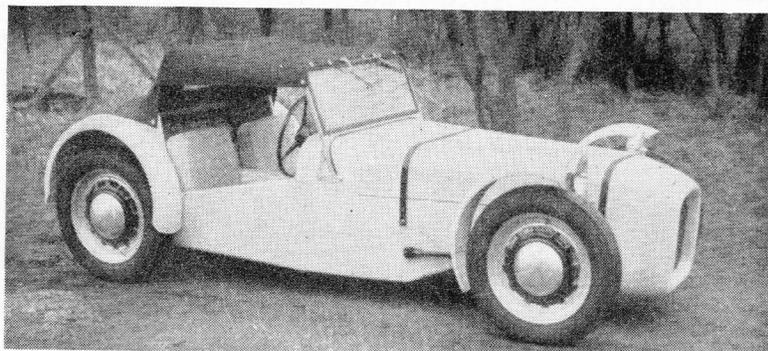
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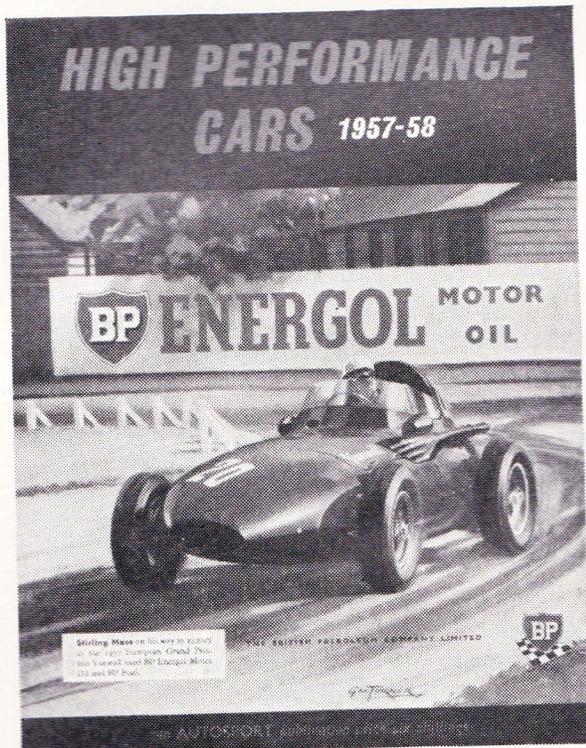
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