

AUTOSPORT

APRIL 25, 1958

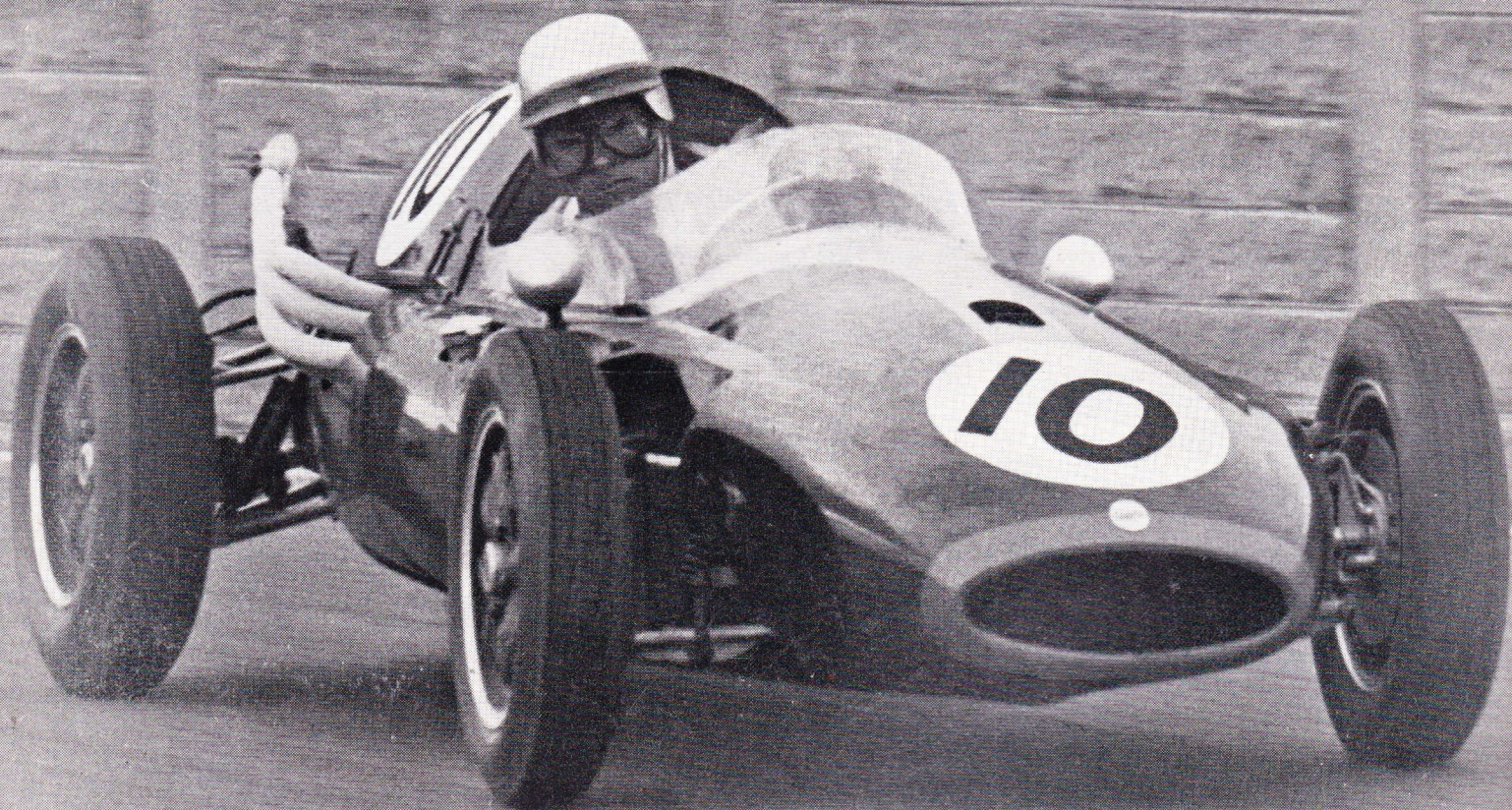
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EVERY FRIDAY

Vol. 16 No. 17

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

AINTREE 200 — FULL REPORT AND PICTURES : NEW YORK MOTOR SHOW
JOHN BOLSTER TESTS THE ALPINE : CLUB RACING AT BRANDS HATCH

Valve Springs...

effect on performance

Engine speeds

Engine speeds in excess of 4,000 r.p.m. are common in modern cars. At this speed a valve opens and closes approximately 2,000 times a minute. The opening is caused by the action of the cam, but the closing is controlled *solely* by the valve spring.

Valve Temperature

The average temperature of an exhaust valve head is approximately 700°C.; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

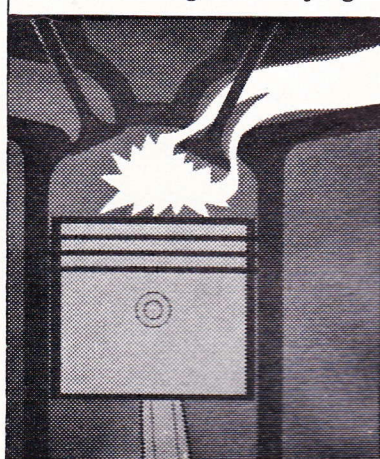
Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce

At *high* revs. a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force exerted by the

spring and so permits valve bounce at *lower* revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at *all* engine speeds. Thus poor performance and high petrol consumption can be caused by weak or worn valve springs.

Hot exhaust gases escaping



Badly burnt exhaust valve

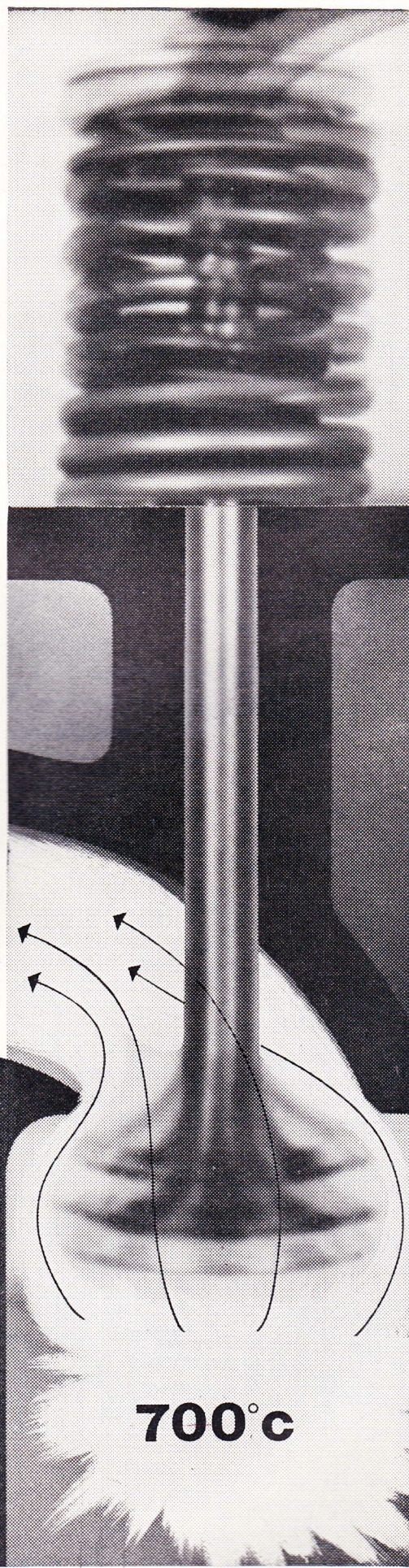


For performance and petrol economy, valve springs need to be replaced regularly—always, as a matter of routine, when decoking. It is in your own interest to specify Terrys, the most efficient and reliable valve springs made.

TERRYS AERO VALVE SPRINGS

The experts' choice

HERBERT TERRY AND SONS LIMITED, REDDITCH, ENGLAND



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Vol. 16 No. 17

April 25, 1958

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EDITORIAL

BRANDS HATCH INCIDENT

THE Royal Automobile Club were quick to act following unsavoury incidents at the Brands Hatch Easter meeting, a tribunal representing the Competitions Committee suspending one driver's licence, and severely reprimanding the other person involved. Personal animosity has no place in motor racing, and the disgraceful scenes which appalled all present must never be repeated. There can be no doubt, in view of the R.A.C.'s findings, that the driver in question sought retaliation for an earlier incident, resulting in highly dangerous manoeuvres which not only imperilled himself and the object of his wrath, but might also have involved officials and spectators. All too often we have seen similar scenes enacted in Hollywood films, purporting to depict American professional racing. To realize that such things can happen on a British circuit makes one wonder whether or not certain people race merely as a means to an end, without any regard whatsoever for the sport. It requires a really serious misdemeanour before the R.A.C. takes action, but the organizing clubs have the remedy in their hands. They can, without any explanation being necessary, refuse to enter the names of certain drivers suspected of unsporting tactics in their race programmes. The knowledge that the clubs themselves are determined to stamp out a type of racing which can only bring the sport into disrepute would act as a deterrent to those who are inclined to let their tempers get the better of their judgment. "Motor Racing is Dangerous", and any person who deliberately seeks to retaliate for an alleged malpractice is guilty of an act which would immediately render him liable to prosecution in a criminal court, if it had occurred on the public highway. The fact that racing takes place on a closed circuit does not mean that it should be regarded as a gladiatorial arena, where personal scores can be settled with impunity.

TULIP TIME

BRITISH entrants will be strongly represented in the forthcoming Tulip Rally, and it is noted that the organizers have decided to return to the more difficult event such as was staged in 1954. This is all the better; from both a publicity and development point of view, far more prestige accrues from success in a rally which is a test of cars and crews than one in which the touring nature is too strongly emphasized. All events counting towards the European Touring Championship should be as difficult as possible, commensurate with safety. The 1958 "Tulip" looks like being the most sporting of the series, and one well worth winning!

OUR COVER PICTURE

COBBER IN A HURRY: A fine Francis Penn study of Jack Brabham in his Cooper-Climax during the Aintree "200", in which he finished just $\frac{1}{2}$ second behind Stirling Moss in the Rob Walker car.



The pattern's a knockout

It takes an expert to tell a good car tyre.

The Pirelli pattern 337 is designed to give extra long life, together with firm, safe road-holding. It is a particularly valuable tyre if your car has independent front suspension. It is one of three patterns evolved by Pirelli scientists who have studied every possible aspect of tyre wear with the most advanced equipment in the world.

The three patterns the 337, Aerflex, and the new Dual Purpose, are each built on to carcasses which are unsurpassed for ply strength and rubber quality. Pirelli offer several patterns because different cars and different *kinds of motoring* create different problems in tyre performance. Make sure of getting the tyres your car needs by calling on your Pirelli dealer. He will recommend the patterns which will give the highest mileage and the greatest safety for *your* car and *your* kind of motoring.

He'll save you pounds in the long run.



PIRELLI

WITH TUBE OR TUBELESS

PIT and PADDOCK

BOB GERARD has entered a Turner "950" in the AUTOSPORT Series-Production Sports Car Championship.

JACK DAVIS, of Mintex Racing Department, has now taken up a position with the technical branch of the concern.

JOHN BLAKSLEY and **Mary Grayson** become "Mr. and Mrs." at Westminster Cathedral on 1st May.

THE fast M.G.A driven by **J. Hayles** at Brands Hatch on Easter Monday was fitted with the new H.R.G.-Derrington cylinder head.

JACK FAIRMAN and **Ivor Bueb** recently tried the Ecurie Ecosse Lister-Jaguar at Silverstone, but found the cockpit somewhat cramped. It is to be modified.

OWING to regrouping of categories in the "Tulip", all six "works" Zephyrs will run in the standard touring class (up to 2,600 c.c.).

JEAN BEHRA will be driving a 3.8-litre Lister-Jaguar in the major sports car race at the *Daily Express* Silverstone meeting on 3rd May.

JOHN DALTON will drive John Green's Lotus Eleven this year in addition to his own Aston Martin DB3S—the ex-works car with the wishbone front suspension.

IVOR BUEB has ordered a new F2 Lotus for the season. Until this is delivered he will drive an F2 Cooper and Lotus Eleven sports. Ivor will drive again at Le Mans this year, but probably co-driving with Duncan Hamilton in the latter's D Jaguar.

MONT BLANC-ISERAN RALLY

THE Mont Blanc-Iseran Rally will take place from 30th May until 1st June this year, under the patronage of *L'Equipe* and *L'Action Automobile*. Regulations are now available and may be obtained from AUTOSPORT'S editorial offices (only a limited number available), or from L.A.S. de l'A.C. de Savoie, 1 Boulevard du Théâtre, Chambéry, France. Entries are limited to 100 cars.

XVTH SCOTTISH RALLY

CLOSING date for entries for the Scottish Rally is 28th April. This year the rally will be centred at Grantown-on-Spey.

A new class for cars up to 350 c.c. has been added to the list and it is hoped that a good entry will be found in this class.

Regulations may be had from Mr. A. K. Stevenson, Royal Scottish A.C., Blythswood Square, Glasgow C.2.

1958 MOBILGAS ROUND AUSTRALIA TRIAL

STARTING on 20th August and finishing on 7th September this year's trial is a few hundred miles shorter than last year's although it is still over 10,000 miles! The start will be at Sydney and the finish at Melbourne. The route



ALL EARS: Briefing of the drivers before a race meeting is a familiar sight in any paddock. It is not just a case of "keep it clean and come out fighting"—but a vital means of letting drivers know of such matters as changes in track surface, new flag marshalling arrangements, pit routine and so on. Here the Clerk of the Course makes his speech at Brands Hatch last Sunday.

covers all the mainland states, Victoria, South Australia, Western Australia, North Territory, Queensland, N.S.W. and Australian Capital Territory, and will be just as difficult and dangerous as before. Regulations may now be had from The Organizers, Mobilgas Trial, Vacuum Oil Company Pty., Ltd., 29 Market Street, Melbourne, Victoria, Australia.

"500 MILES OF MONZA"

FERRARI will definitely be taking part in the second "500 Miglia di Monza"—the controversial Indianapolis-style race on the banked high-speed circuit of the Autodrome, which takes place this year on 29th June. Two, or possibly three, entirely new cars will run, to be



NEW PATTERN R5 Dunlop racing tyre is now going into service on the circuits. It is seen here on Behra's B.R.M. at Aintree.

driven by Musso, Collins, Von Trips and perhaps Hawthorn. Ecurie Ecosse have again entered, with three 3.8-litre Jaguars.

America will be represented by 10 track cars, and a further two or three "Indy" machines are to be placed at the disposal of certain European drivers.

THE BATTLE OF THE MARQUES

THIS is the tenth year of the only inter-make relay race run in our National Calendar. This year the David Brown 200-mile Relay Race is being given its own day at Silverstone with a supporting programme of marque races.

On Saturday, 17th May, at 12 noon, the Jaguars, the Healeys, the Lotus, the M.G.s, the TRs, the Bentleys, the Lagondas, the A.C.s, the Morgan +4s, and others will do battle in a series of scratch races—each for a marque, and the big event of the day scheduled to commence at 2.30 p.m. will see the rival teams of Jaguars, Healeys, M.G.s, A.C.s, etc., fight it out with teams of Aston Martins driven by the hosts, the Aston Martin Owners' Club. David Brown, who is Patron of the A.M.O.C., hopes to be able to start the big race himself, as he did when it was first run at Silverstone 10 years ago.

In previous years the race has been won by teams of Bentleys, Frazer-Nash and Morris Minor cars, and two years ago the promoting club won it for the only occasion, with a team of Austons which included Reg. Parnell.

Admittance is free to all on 17th May. Special Paddock Passes may be obtained from A.M.O.C., Ltd., 4 Kirchen Road, Ealing, W.13, if application is made enclosing s.a.e. Circuit Parking charges are: Coaches 25s., Cars 10s., and Motorcycles 2s. 6d.

Fully licensed buffets will be open all day in various parts of the circuit, and hot breakfasts will be available from 7.30 a.m. for those who like to arrive early and see the practice which takes place from 9 a.m. to 11 a.m.

ANOTHER VICTORY FOR BP

Moss wins Aintree "200" using BP Energol and BP Fuel



Aintree "200"
OVERALL WINNER
COOPER CLIMAX—STIRLING MOSS

FORMULA 1
1st COOPER CLIMAX—STIRLING MOSS

FORMULA 2
1st COOPER CLIMAX—C. A. S. BROOKS

(Subject to Official confirmation)

Sports Car Race Over 1100 c.c.

***1st LISTER JAGUAR—W. A. SCOTT BROWN**

***2nd DAVID BROWN—ASTON MARTIN
R. SALVADORI**

Saloon Car Race*
OUTRIGHT WINNER

JAGUAR 3.4—SIR GAWAINE BAILLIE



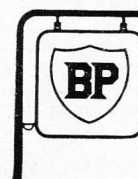
* USED
BP SUPER PLUS



You too can use BP Products in your car

DRIVE IN WHERE YOU SEE THE BP SIGN

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



GRAND PRIX OF PAU

Trintignant (Cooper-Climax) Wins French Easter Classic

DRIVING Rob Walker's dark blue Cooper, Maurice Trintignant easily won the traditional Easter Monday opening of the French season, the Coupe Internationale de Vitesse de Pau, in front of Nano Da Silva Ramos in Alan Brown's 1958 type car of similar make.

From the first practice session, Trintignant's supremacy was never challenged; he established the fastest time in both practice sessions, both times on a wet track, driving a 1957 Cooper, Les Leston's former car which had been beautifully prepared by the Pippbrook garage *équipe*. The question was whether Da Silva Ramos could harry "Trint" enough to make him break his old-type gearbox, a very overworked component on this twisty course. Third contestant was the Italian Mille Miglia expert, Giulio Cabianca, in a desmodromic 1,500 c.c. sports Osca, who had established second fastest lap at the first practice session, in front of Da Silva Ramos, new to his Cooper which he will drive this season instead of Jean Lucas, still suffering from his accident at Casablanca.

The rest of the field consisted of the two New Zealanders of Equipe Kiwi, Moore and Thackwell, who were driving twin cam-engined Coopers; Ken Tyrrell on Alan Brown's second car (the 1957 one which was first British car home in the famous F2 race at Rheims last year); a couple of RS Porsche Spyders driven by the French agent Auguste Veuillet and by the Swiss outboard speedboat champion Heinz Schiller; Bill Frost was driving Bob Hicks's Lotus 1100, which had been repaired overnight by its owner after it had blown up in the G.T. race. The local driver Calès was driving an old 1500 single seat Gordini, Jean Thépenier's former car which had lost all its "go" since the engine was converted to pump fuel for the new F2 regulations; Paul Armagnac was driving one of the "monomill" D.B.-Panhard single-seaters which had raced earlier on and finally the Englishman Latchford was in a Halseylec which had seen better days. Latchford really deserves the practical joker's trophy, for last year he did succeed in entering the Halseylec in the 12 hours Grand Tourisme race at Rheims, and actually practised. . . . This time, he did one better, racing the unfortunate little car in an F2 event.

The only excitement of the race came from Cabianca whose fierce little red Osca jumped into the lead from the start and wasn't caught until the fourth lap by Trint's dark blue car. On the ninth lap Da Silva Ramos had edged his grey-blue Cooper past the Italian car which spun on the 17th lap when the rain started to fall and had to stay behind Moore's Cooper for three laps before it could regain third position. Behind these four, a race-long tussle was raging between the two Porsches of Veuillet and Schiller which finished in this order. Bill Frost could do nothing against these 1,500 c.c. cars and drove quickly and steadily in seventh position with a happy grin on his face, leading Armagnac's monomill, which was at mid-race taken over by Robert Mougín who had won the previous all-monomill meeting.

Calès's Gordini was next, slowed down by a spin at Station corner and finally came Latchford.

The rain started to fall after only a few laps and from this moment Trintignant was uncatchable. When the flag was finally dropped, he was breathing down the neck of Da Silva Ramos and only the fact that Trintignant is such a real gentleman stopped him from lapping his friend in the last two laps. He did, of course, collect the fastest lap with 1 min. 38.4 secs., which compares favourably with the 1 min. 35.9 secs. of Behra in a works Maserati last year on a nice dry day. The only retirements came from Tyrrell's Cooper (half shaft on 13th lap) and Thackwell's Cooper (seized-up gearbox on the 15th lap).

Results

1, Trintignant (Cooper), 59.8 m.p.h.; 2, Da Silva Ramos (Cooper); 3, Cabianca (Osca), 1 lap behind; 4, Moore (Cooper), 2 laps behind; 5, Veuillet (Porsche), 3 laps behind; 6, Schiller (Porsche), 3 laps behind; 7, Frost (Lotus), 5 laps behind; 8, Armagnac/Mougín (Monomill), 8 laps behind; 9, Calès (Gordini), 10 laps behind; 10, Latchford (Halseylec).

Instead of the usual motor-cycle meeting, the Pau Easter week-end of motor-racing was completed by three races for G.T. cars of three hours' duration each.

In the 1,000 c.c. to 2,000 c.c. race, Jean Claude Vidilles, driving with Nano Da Silva Ramos his brand new Lotus 15, completely smashed up the opposition and lapped everybody. The favourite, Claude Storez with his Speedster-Carrera Porsche, couldn't stand the pace and his clutch gave way. Second was Sala on a V8 Fiat Zagato, who won the 2,000 c.c. class from Ted Whiteaway who drove a remarkably consistent race after a slow start with a misfiring plug. The two other Englishmen were unlucky: Bob Hicks retired his Lotus after three laps when a bit of metal was sucked into the combustion chamber of his Climax engine, while John Sunley's

SPORTS NEWS

Aceca caught fire, the driver putting the fire out and carrying on gamely. Georges Houel in the French agent's A.C.-Bristol, who had led for some time, as Vidilles was in the pits for refuelling and handing over to Da Silva Ramos, was unlucky too, burning a piston. The scrutineering of the Lotus had been marked by violent incidents. The cars were rightly admitted—after a great deal of fist-shaking arguments—but the Italian coach-builder Zagato decided to put a protest to the F.I.A. The Alfa Romeo drivers tried to lodge a last minute protest, as the cars were wheeled towards the starting line, and the Swiss driver Schild, backed by the Frenchman Lauga, tried to claim that the Lotus fuel tanks had been secretly filled up with dope! . . . Let us hope that such petty mindedness which reflects very much the mind of Continental rally drivers will not invade circuit racing.

Results

1, Vidilles/Da Silva Ramos (Lotus 1100), 53.5 m.p.h.; 2, Sala (Fiat V8 2,000 c.c.), 52 m.p.h., 1st 2,000 c.c. class; 3, Pegaso (Alfa Giulietta Zagato 1,300 c.c.); 4, Schild (Alfa Giulietta Zagato 1,300 c.c.); 5, Lauga (Alfa Giulietta 1,300 c.c.); 6, Whiteaway (A.C.-Bristol 2,000 c.c.). Fastest lap: Da Silva Ramos (Lotus 1,100 c.c.), 1 m. 48.4 s.

GÉRARD CROMBAC.

MONILHÉRY, 13th APRIL

Results

Sports Cars

(Up to 2,000 c.c.): 1, Tavano (Ferrari), 137.234 k.p.h.; 2, Schiller (Porsche); 3, Houel (Porsche); 4, Guelfi (Gordini); 5, Vidilles (Lotus 1,100); 6, Bill Frost (Lotus 1,100); 7, Gerboud (Veritas).

Grand Touring

(Over 1,000 c.c.): 1, Guelfi (250 G.T. Ferrari), 142.039 k.p.h.; 2, Noblet (Ferrari); 3, Peron (Ferrari); 4, José Behra (Porsche); 5, Thépenier (Lotus 1,100).

Special Touring and G.T.

1, Pierre Chancel (Panhard Monopole), 118.010 k.p.h.; 2, Salvy (Alfa Giulietta); 3, Gongry (Alfa Giulietta); 4, Jacser (D.B.-Panhard).

Big British Entry for Tulip Rally

Works Teams from Ford, B.M.C., Standard-Triumph, Rootes and Berkeley Amongst 76 Crews—Return to Special Stages

THE 10th International Tulip Rally, which starts on 26th April, has attracted 76 entries from Great Britain, including works teams from the Ford Motor Co., Ltd., Standard-Triumph, Ltd., the Rootes Group, B.M.C. and, for the first time in an international event, Berkeley Cars, Ltd.—with the new three-cylinder "500s".

This year sees the dropping of the unpopular handicapping system, and marks a return to a more competitive event altogether, featuring the special stages of the 1953-55 era, and the marking in eliminating tests whereby competitors making best times in their classes obtain bonus points.

All routes converge on Nürburgring, where there will be a special stage on the famous Eifel Mountains circuit. The route then goes via Luxembourg and the famous "Thousand Curves" to sections set in the Jura, Vosges and French Alps. The combined route will not be known till Nürburgring, but many experienced competitors have a pretty shrewd idea

of where they will be going. For example, it is fairly certain that eliminating tests will be held at such well-known venues as Freiburg, Ballon d'Alsace, Pin d'Auberge, Col de la Faucille and so on. It is not anticipated that any special stages will involve an average in excess of 60 k.p.h. for the fastest cars, and it should be noted that the *maximum* rally average permitted between any two points will be 70 k.p.h. The organizers stress that secret controls will be set up on the combined route.

On 30th April the Zandvoort eliminating tests will take place, and the lavish prize-giving ball is, as usual, at the Huis der Dun, with the hotel transformed into a fair-ground. This is on Friday, 2nd May.

The British Entries

A.C. Ace: Arnold Burton (N); Celyn Leigh-Jones (B). A.C.-Bristol: John Patten (N); John Surley (L). Aston Martin: Jack Reece (N); Count de Salis (L); Douglas Perring (P). Austin-Healey: Jack Sears (N); Robert Dando (L). Berkeley "500": Keith Ward (N); Peter Wren (N); Anthony Wheeler (N).

(Continued overleaf)

Borgward: John Boardman (N).

Fiat: Jack Goodwin (L).

Ford Zephyr: T. C. Harrison (N); D. G. Scott (N); Edward Harrison (N); Anne Hall (N); Gregor Grant (N); Gerry Burgess (L); Edwin Holland (L); Gordon King (L); Gregory Sanderson (L).
Zodiac: J. Dickinson (L).

Hillman: Major Allen (B).

Jaguar: Ian Appleyard (N); Ian Baillie (P); Eric Brinkman (N); Frank Grounds (N); Eric Haddon (N); Donald Morley (N); George Parkes (L); W. Teague (L); Frank Ward (N); Thos. White (L); Robert Wilkins (N).

M.G.A.: Nancy Mitchell (N); H. Mainz (N). **Magnette:** D. Seigle-Morris (N); Edward Stephens (N).

Morgan: Lyndon Sims (L); Alex Cleghorn (N).

Morris Minor: T. B. Christie (N); N. Rallings (N).
Morris: J. Walker (N).

Porsche: K. Richardson (N).

Riley: R. Brookes (N); John Gott (L); Pat Moss (N); J. Brooks (N); E. Foden (N); Ken Fraser (N).

Renault: S. Silverthorne (L); Ken Barrow (L).

Standard: W. Stoddart (N); J. Kat (N); D. Lloyd (N); J. Flook (L); Ian Cameron (N).

Sunbeam Rapier: John Colter (L); John Melvin (N); E. Parsons (L); Peter Harper (N); Jimmy Ray (N); Mary Handley-Page (N); John Suter (N); Joan Turner (N).

Triumph TR3A: John Wallwork (N); Ron Goldbourn (N); Tom Gold (N); Annie Soisbault (N)*.

TR3: Jimmy Shand (N); Keith Ballisat (N); Brian Waddilove (L).

Volkswagen: G. Bailey (B).

*Entered by Triumphs.

(N)—Noordwijk. (L)—London. (B)—Brussels.

(P)—Paris.
Total: 76.

SOME CONTINENTAL ENTRIES

Tak/Niemoller (Mercedes-Benz 300SL); Engel/Lissman (Mercedes-Benz 300SL); Crone-Rawe/Peemoller (Mercedes-Benz 300SL); Andersen/Orum (Mercedes-Benz 300SL); Gacon/Borsa (A.C.-Bristol); Walter/"Ipsé" (Porsche Carrera); Voge/Sietemaher (Porsche Carrera); Meyer/van Essen (Alfa Giulietta); Levy/Becker (Alfa Giulietta); Jetten/van Noordwijk (Vauxhall Cresta); Andersen (Volvo); Jorgensen/Thoroe (Volvo); Smits/Blecker (Volvo); Raker/Herrell (Borgward); van Zuylen/Pellikaan (Borgward); Riess/Wencher (Alfa Giulietta T.I.); Vogt (Auto-Union 1000); Eikelmann/van Schroeder (Auto Union 1000); Carlsson/Kilden (Saab); Gatsonides/Jetten (Standard 10).

The Grand Touring category is probably the best-supported of the present International series of rallies, with no fewer than 56 entries, representing Mercedes-Benz, Porsche, Alfa Romeo, A.C. Ace and Bristol, Morgan, M.G., Triumph, Lancia Aurelia, Jaguar and Austin-Healey. The small-capacity classes are also well supported with entries of Saab, Fiat, Lloyd, Goggomobil, Renault, Standard, DKW, Auto Union and Berkeley.

There are 11 contenders for the Coupe des Dames, six British, Joan Sunley/M. Sunley (A.C.), Nancy Mitchell/G. Wilton-Clark (M.G.), Anne Hall/Cherry Osborn (Ford), Mary Handley-Page/Lola Grounds (Sunbeam), Jean Werner Laurie/Daphne Freeman (Sunbeam), and Pat Moss/Anne Wisdom (Riley). France is represented by Mmes. Blanchoud/Wagner (Auto Union 1000) and Annie Soisbault/Lise Renaud (Triumph TR3A); Germany by Fraus Meinicke/D. Küling (Porsche Carrera), and Sweden by Mrs. Kjerstadius/Mrs. Andersson (Saab).

"AUTOSPORT" SERIES- PRODUCTION SPORTS CAR CHAMPIONSHIP, 1958

At Mallory Park on 7th April, several entrants ran with windcreens not conforming to Appendix J regulations. At future events, no competitor will be permitted to start unless these regulations are strictly observed. In the case of the Austin-Healey "100", the fold-down screen may not be used in the "low" position. As no official protest was received by the club, the results will now stand as hitherto.

Confirmation has been received from the Nottingham Sports Car Club that

D. Levy (A.C.-Bristol) was fourth in Class D, giving him 3 points which also count towards the team championship (Rudd Racing Team).

Entrants should note that team entries must be made immediately on a postcard addressed to the Secretary, A.S.-P., 159 Praed Street. A full list of teams will be published in AUTOSPORT.

Revised Placings

1. D. Protheroe (Austin-Healey) ... 9*
2. B. A. Gilbert (Turner) ... 8
3. K. W. Mackenzie (M.G.A.) ... 8
4. A. J. Nurse (Turner) ... 6
5. C. R. Hanson (Austin-Healey) ... 6
6. P. J. Sargent (Jaguar XK 120) ... 4
7. Don Levy (A.C.-Bristol) ... 3
8. S. A. Hurrell (Triumph TR2) ... 2
9. J. McKechnie (A.C. Ace) ... 1

* Includes 1 point for fastest race speed.

Revision of Scoring

It has been decided that, in future events, scoring will be revised for the least-supported classes in all qualifying events. If only four cars start in any class, points will be reduced overall by 33½ per cent. If only three cars start, the reduction will be 50 per cent. If less than three cars start, the cars will be amalgamated with the next highest category.

Thus scoring will be:—

Five or More Cars: Full points.

Four Cars: 25-40 Miles, first, 5.6 pts.; second, 4 pts.; third, 2.6 pts.; fourth, 1 pt.

Three Cars: First, 4 pts.; second, 3 pts.; third, 2 pts.

40-60 Miles (Four Cars): First, 6.6 pts.; second, 4.6 pts.; third, 3.6 pts.; fourth, 2.6 pts.

Accepted Entries

CLASS A

(up to 1,000 c.c.)

Berkeley "500": John Goddard-Watts; N. W. Graham; R. A. Jameson; R. Watson. **Turner "950":** Bob Gerard; Austin Nurse; James P. Balden; B. A. M. Gilbert.

CLASS B

(1,001-1,300 c.c.)

M.G. TF, Brian Seagrove. **Alfa Romeo Giulietta S.V.,** David J. Calvert. **Lotus Elite,** Ian Walker; John Lawry; R. E. Richardson (driver, Keith Hall).

CLASS C

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

Porsche Carrera, John Burke. **Elva Courier,** Peter Gammon; Tom Barnard; J. P. Fergusson. **M.G.A.,** K. Mackenzie; G. D. Beedie; R. Butler; T. Entwistle; J. Hayles; D. W. Routledge; Chris Tooley; R. Vincent; D. G. Dixon; C. Shove; D. J. A. P. Trafford.

CLASS D

(1,601-3,500 c.c.)

Jaguar XK 120, P. J. Sargent. **Austin-Healey,** M. C. Bowling; C. R. Hanson; A. G. M. Kellett; D. Protheroe/M. Sharp; D. S. Shale; W. A. W. Bemrose. **Healey Silverstone,** H. G. Cutler. **Triumph TR3/TR2,** J. O. Beard; M. D. J. Hurn; R. F. North; I. L. Taylor; S. A. Hurrell. **Morgan,** L. B. Mayman. **A.C. Acea,** R. C. Green. **A.C.-Bristol,** T. G. Cunane; D. F. Levy; E. N. Whiteaway; J. McKechnie; F. Warnell. **A.C. Ace,** E. G. Kemp; M. Anthony; N. C. Sleep; A. P. Jones. **Frazer-Nash,** P. H. Sutcliffe; W. E. Wilks; M. Bond; R. Pierpoint; J. R. Stoop.

"DAY OF DICING"

A. F. Bray (T.E.S.T. 1) Wins Thames Estuary A.C. National Driving Tests

A PERFECT spring day was provided for the Thames Estuary A.C.'s "Day of Dicing", which took place last Sunday. Granted a National permit for the first time, the event drew no fewer than 118 entries, the drivers tackling eight well laid-out rally-type driving tests with great gusto. The accent was on speed and judgment rather than sheer brutality to the transmission (as is, regrettably, often the case at meetings of this type), and in fact the three final long tests in the afternoon, which gave the most entertainment to drivers and spectators alike, required no reversing at all—apart from the occasional manoeuvre to rectify an error of judgment!

There was only one "incident" during the day, when J. H. D. Whitmore overturned A. A. McKechnie's modified A35; it is a tribute to their friendship that after the car was righted and re-scrutineered, they both continued their runs!

The general standard of driving was very high, and spontaneous applause from the spectators was accorded to several competitors, including Ian Mantle (500 c.c. Berkeley), Capt. J. Beard (TR3), A. J. Blair (Morgan), J. C. Vincent (VW), D. S. Price (Pelican Spl.) and R. N. Richards (A35). Best aggregate of all was recorded by Tony Bray in his immaculate Ford special, T.E.S.T. 1, and the Ladies' Award (contested by seven entrants) went to Daphne Freeman in her Wilson-Ford Spl.

The event took place on the parade

ground at Orsett Barracks, near Grays, Essex, on a surface which was mostly unyielding concrete, but some tests encroached on to a gravelled area, which produced some entertaining results and revealed those drivers who really knew how to handle a car under tricky conditions. Personally, we would like to see more driving test meetings run entirely on such loose surfaces: a higher degree of skill is required, there is less strain on tyres and transmission, and it is much more fun for spectators and competitors.

Organization at the meeting was efficient and delays were kept to minimum. Similarly the results were produced with commendable speed and, in general, a good day's dicing was enjoyed by everyone.

STUART SEAGER.

Results

Best Performance: A. Bray (T.E.S.T. 1), 3,436 marks lost. **Ladies' Award:** Miss D. Freeman (Wilson Ford), 3,975. **Standard Open Cars, up to 1,200 c.c.:** 1. A. C. Westwood (Dellow), 3,588. **1,201-1,600 c.c.:** 1. C. P. Tooley (M.G.A.), 3,795; 2. C. Shove (M.G.A.), 3,882. **1,601-2,500 c.c.:** 1. A. J. Blair (Morgan Plus 4), 3,695; 2. L. T. Cornish (Triumph TR3), 3,728. **Over 2,500 c.c.:** 1. A. R. Jennings (Austin-Healey), 4,009. **Standard Closed Cars, up to 1,200 c.c.:** 1. A. L. Hallpike (Ford Anglia), 3,919; 2. I. Mantle (Morris Minor), 3,923; 3. L. V. Crutenden (Ford Anglia), 3,950. **1,201-1,600 c.c.:** 1. J. H. Adams (Wolsley 1500), 4,097; 2. J. Watson (M.G.A.), 4,271. **Over 1,600 c.c.:** 1. F. R. Harrison (Jaguar XK 120), 4,267. **Special and Supercharged Cars, Open, any capacity:** 1. P. G. Cooper (Ford Spl.), 3,495. **Closed Cars, any capacity:** 1. R. N. Richards (Austin A35), 3,920. **Individual Team:** C. Shove, R. Randall, F. A. Freeman. **Official Club Team:** London Motor Club (A. Bray, A. C. Westwood, A. E. Cleghorn).

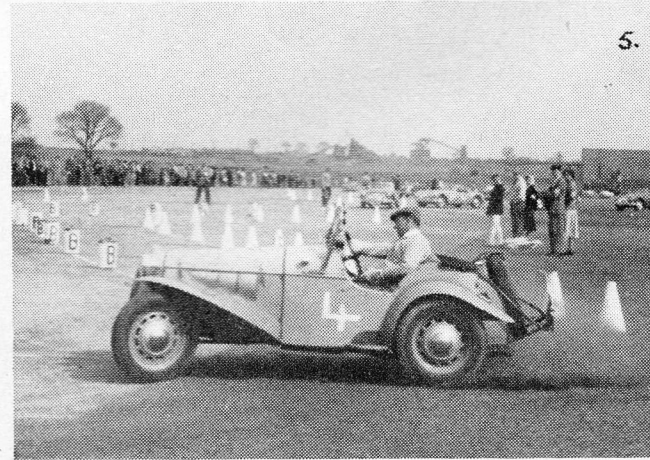
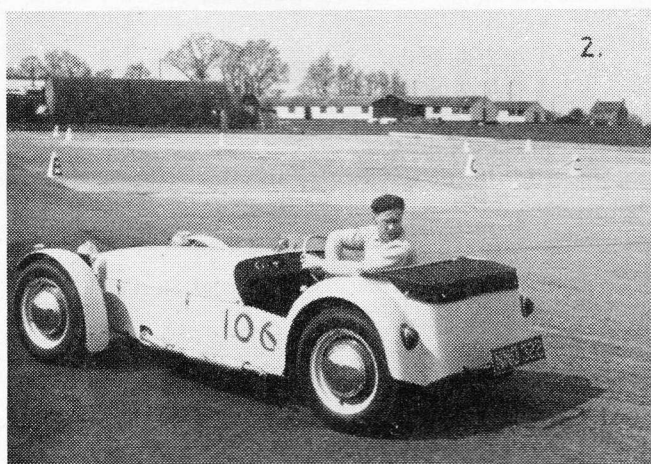
"DAY OF DICING"

THAMES ESTUARY A.C. NATIONAL DRIVING TEST MEETING

(report on facing page)

1. Tony Bray, the eventual winner, waits with his hand on the starter button, while I. O. Amery (XK 140) finishes his run through the pylons.
2. Unusual direction of travel for a Lotus Seven, but Ron Randall used it to good purpose.
3. Brisk performance was shown by Daphne Freeman, winner of the Ladies' Award.
4. Heavy work for Lt. Gordon Smith in an Army Land Rover, but he hurred it around with surprising agility.
5. The gravel at the edge of the test site caused entertainment and here E. N. J. Watson holds a slide in his Dellow.
6. Queue for action, as TRs and Austin-Healeys line up for the last—and longest—test.
7. Smallest of all—yet very nimble indeed—was the 500 c.c. Berkeley driven by Ian Mantle.

Photography by STUART SEAGER



BRITAIN TOWN. A view of some of the many British exhibits. In the foreground is the Triumph stand. Also to be seen are Hillman, Ford and Rolls-Royce.

chrysanthemums and red azaleas. There are seven other types of Jaguars in the area, including the D-type in which Walt Hansgen became the National Champion this year for the Sports Car Club of America. Jaguar's hosts at their headquarters are their American officials, Johannes Eerdmans, Briggs Cunningham and John Gordon Bennett, and their star driver, Walt Hansgen. Mr. Eerdmans, in addition to being President of Jaguar Cars, Inc., is president of British Automobile Manufacturers' Association, the American branch of S.M.M.T., and that organization has provided the members of the press with the nicest hospitality room ever found at an American show. B.A.M.A. mailed guests special keys to enter the Tudor-style room.

Flying above the Standard-Triumph

BRITAIN'S NEW YORK SHOW!

British Cars Take 50 per cent. of Total Sales

New York, 5th April.

THE New York Coliseum opened its doors today to the largest automobile show ever presented in America. The show occupies two of the Coliseum's tremendous floors, and on display are examples of automotive craftsmanship from England, France, Germany, Italy, Sweden and Czechoslovakia. There are cars from America too, but with the current trend toward small cars, most of the American manufacturers are featuring automobiles which they build in Europe. Great Britain has the largest representation, using 45,000 of the total 200,000 square feet and attractively displaying no fewer than 110 vehicles.

On entering the second, or main, floor of the show, the visitor at once finds himself in a European-like atmosphere. At the far end of the centre aisle are the Dancing Waters, a colourful spectacle accompanied by the delightful music of Meyer Davis's Orchestra, and on all sides are gleaming cars and flowers of every type and colour.

"From Broadway to London Town" is the theme of British Motor Corporation, and a sign at the entrance to their regal exhibit reads, "City of Britaintown. Reduce your speed for sightseeing". The colour scheme is purple and gold, and on display are replicas of the Crown Jewels, with red-jacket Palace Guards watching over them. But B.M.C.'s real jewel is the new Riley One-Point-Five, a four-door sedan which made its American debut as official pace car at the recent Sebring race. The sturdy car, boasting sports-car performance, will sell for \$2,316 in New York. Hosting the

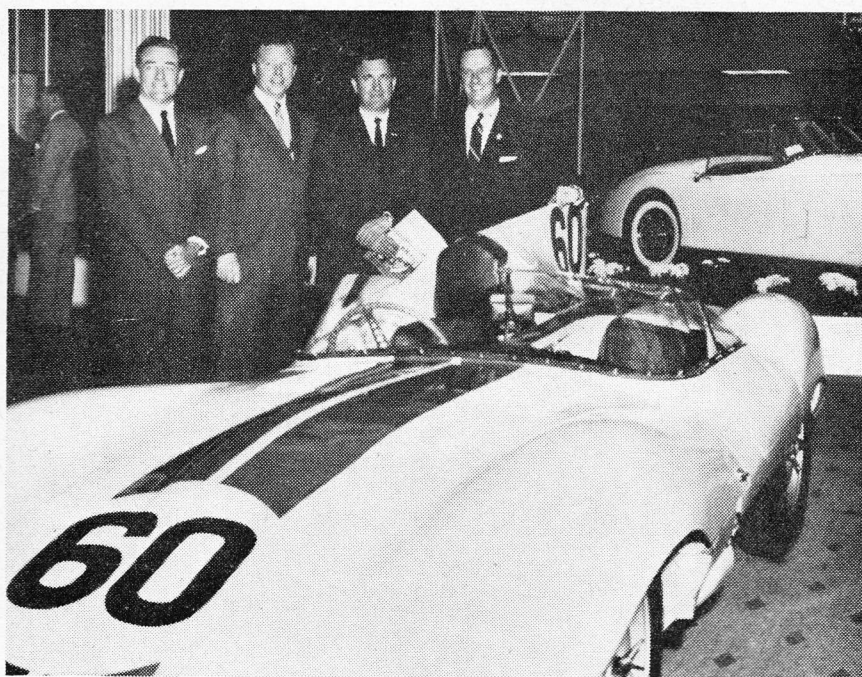
exhibit — with its crowd-attracting M.G.As—are Donald Healey and Hambro's president, A. E. Burt. The full B.M.C. line is shown, with the Austin-Healey "100-Six" prominently exhibited, a place it fully deserves after capturing the team prize at Sebring.

Jaguar uses the ballroom scene from *My Fair Lady* to introduce their new

By RUTH SANDS BENTLEY

XK 150 roadster and XK 150 "S" sports car. Crystal chandeliers gleam above the white XK 150 roadster, perched proudly on a turntable surrounded by white

exhibit are the rally flags of the world to set off the TR3s, which have competed with such success throughout the world. The chassis of their latest model is mounted in the centre of their expansive space, turning slowly so that everyone can study its design. Near by, in a large glass globe, is a 948 c.c., 40 h.p. o.h.v. engine painted gold. John Warren, Director of Export Sales in England, and Alan Bethell, American President for Standard-Triumph, explained that both exhibits were prepared by apprentices in their factory in Coventry. Mr. Warren also told us about the newly formed Executive Board of Directors in America, under John F. Sonnet. He said it has been created to take care of their rapidly



BRIGGS CUNNINGHAM, Johannes Eerdmans, Walt Hansgen and John Gordon Bennett stand beside the D Jaguar in which Hansgen won S.C.C.A.'s National Championship for racing last year. In the background on a turntable is the beautiful new XK 150 roadster, making its American debut.



THE DEAREST. John Fitch and Henryk Szamota seem interested in the most expensive car in the show—or is it Miss Lydia Barsky who is wearing a half-million dollars' worth of jewels by Van Cleef and Arpels of Fifth Avenue?



—AND THE CHEAPEST. The Colt, built in America, is possibly the least expensive car in the show. Examining it are Chris Economaki (left), editor of National Speed Sports News, and Walt Koehler, technical editor of Motor,

increasing sales over here of both sedans and sports cars. This reporter wishes to apologize to Messrs. Rothschild, Kimberley and Lott for an error in her Sebring story. She wrote, on page 430, that the three men shared an A.C.-Bristol. They were driving a Triumph TR3 at Sebring where they finished ninth overall in the Grand Touring Category, just behind Dr. Milo's A.C.-Bristol which won Class 7.

Next along the centre aisle, and extending to the Dancing Waters display, is the Rootes exhibit, where the attractive new Sunbeam Rapier convertible and hardtop were unveiled today. Commemorating Hillman's Golden Jubilee is a skeleton chassis with the radiator from their 1907 Hillman, which was the first convertible shown anywhere. Far back in the Rootes exhibit a seal twirls an engine on its snout. Amongst the other cars in the flower-banked area is a Hillman Husky station wagon which brought forth the following exclamation from AUTOSPORT's Ozzie Lyons, "That's just what I need for my photographic assignments!"

Hoffman's unique exhibit shows a Fiat 600 body split right through the middle and mounted above the chassis. It magically assembles and disassembles itself into three components on its cleverly automatic stage. The beautiful new model "2000" Alfa Romeos are shown as a red sports car and as a black sedan; standing nearby are the Giulietta and Veloce. A veteran supercharged 1½-litre Alfa "159" conjures up nostalgic memories of Fangio, Ascari, Farina, Wimille and other Formula 1 drivers. The streamlined Pinin Farina Fiat Abarth "750" stands guard by the new Fiat Abarth of the type seen in competition at Sebring. Also in the Hoffman display are the latest Porsche beauties which continue to prove their sterling qualities in American racing and on the highways.

The Ford Motor Company is next along the centre aisle, but they announced their bid for the small-car market two days before the Show's opening when they had an all-day press gathering at Central Park's Tavern-on-the-Green. Preceding luncheon, guests

viewed the Ford cars from England and Germany—including the Consul, Prefect, Anglia, Zephyr, Thames, and Taunus. Six models of the Taunus will go on sale in America this May, and Ford already markets 14 models of the Dagenham built Ford. Of the cars in Central Park, the Consul convertible (Mark II series), the Thames 800 van, and the Taunus Combi-wagon were of particular interest. Taunus were making their initial showing here too, and the exterior treatment resembles the American Ford in miniature.

The most elegant cars at the Show are, of course, the Rolls-Royce and Bentley models, the highest-priced being the Rolls-Royce seven-passenger limousine with body by James Young, Ltd. It sells for \$24,982. As if the stately car were not rich enough by itself, planners of the exhibit have emphasized the epitome of elegance by adding beautiful model Lydia Barsky, bedecked in half a million dollars worth of jewels from Van Cleef and Arpels and furs by Maximilian. Among their other show-stoppers is the Bentley Continental "Flying Spur" with patrician lines by Mulliner (priced at \$21,086) and the Rolls-Royce "Countryman" Silver Cloud complete with espresso maker, dictating machine, radio, telephone, bed, hot and cold water for washing, and TV for rear-seat viewing.

On leaving the centre aisle we came upon a group of sports-car drivers near the pretty new four-seater Thunderbird, finished in dazzling white. The lads were having the time of their lives racing toy cars around a small track. Next we reached General Motors' contribution to the small-car field: Buick's Opel and Pontiac's Vauxhall. On a turntable centring the stand is Buick's Wells Fargo, not exactly in the small car field. Probably the size reminded the designers of the Great State of Texas, for at one end of its probable 19 feet of length is a crest of gold Texas Longhorns, and the licence plate at the rear bears the same insignia. The interior is of handsome hand-tooled leather, with pistol holsters worked inside the doors. You can almost hear some Texas rancher saying: "Sell me that car, son. I don't care what it costs". The Mighty Goliaths

in the next stand look tiny too under the shadow of the Wells Fargo Buick.

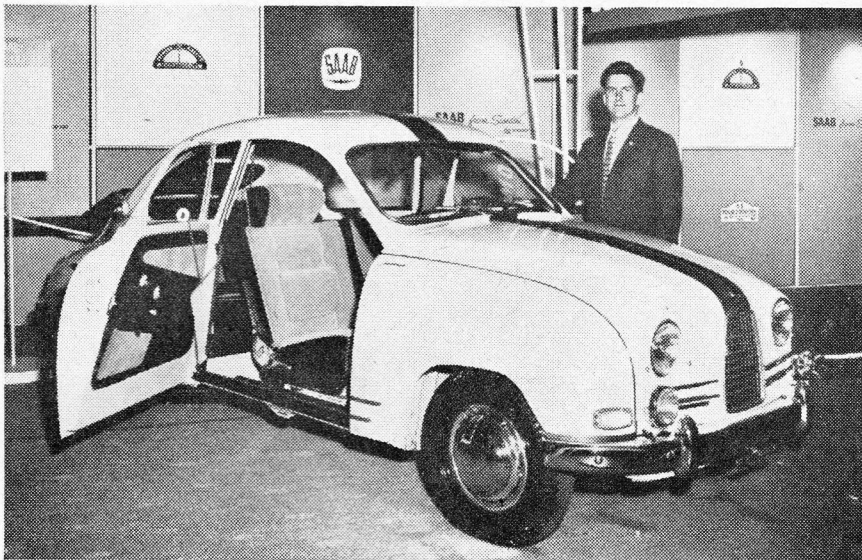
Amongst the British economy machines are the new and improved three-cylinder Berkeley sports car, with "Fibreglass" body and chassis, and a 492 c.c. Excelsior two-stroke engine driving its front wheels; the ultra-lightweight Frisky, also of "Fibreglass"; the Hillman Minx Special, priced at \$1,699 at port of entry; and the jaunty Morris sedan, convertible, and station wagon in the new "1000" series.

With Rambler sales up 67 per cent. since the beginning of American Motor's fiscal year last October, the American company which leads the domestic small-car manufacturers over here are showing their Metropolitan "1500", their Rambler Rebel V-8, and their Ambassador V-8. Their vice-president, Edward L. Cushman, has just written U.A.W. officials asking for a two-year freeze on wages and other economic benefits to allow Big Three (General Motors, Ford, and Chrysler) to "... catch up with American Motor's higher wages, more costly benefits and plant practices".

Saab Motors, Inc., are exhibiting their full range of cars, but we were most attracted to their new 750 Gran Turismo, a car painted white with dark blue stripe from stem to stern. At the Saab exhibit we ran into Christopher Custer who, with Richard Smith, was last year's Rally Champion for the Sports Car Club of America. They are well on their way again, having won the Club's first National Rally down in Florida a few weeks ago. The hotted-up Gran Turismo on display, which is fitted with head-rest and safety belts, will be used by Custer and Smith during the remainder of the year. Saab also shows a cut-away, full working model of their high-efficiency, three-cylinder 93 engine which powers all of their automobiles.

Ferrari has its championship car too, for greeting visitors in Luigi Chinetti's exhibit is a bright red 250TR exactly like the one Peter Collins and Phil Hill recently drove to victory in Sebring and Buenos Aires. The same three-litre power-plant is used in the svelte "Gran Turismo" with body by Farina, and in the glamorous snowy white roadster.

A French sidewalk café is depicted by



CHAMPION CUSTER. In the Saab stand we found Chris Custer looking at the new Saab Gran Turismo, complete with head-rest and safety-belts. Custer, with Richard Smith, became the national rally champion for S.C.C.A. in 1957 and will drive this new Saab in rallies this year.

Renault, who have one of the Show's largest exhibits. At the entrance to the area is the experimental gas-turbine car, the "Etoile Filante", and toward the west end is Dauphine No. 65, still splattered with French mud after its triumphal run in the Monte Carlo Rally. The other Dauphines—clean and shining—and the sassy 4CVs seem at home in the Paris scene with its gaily striped awnings. Dauphine's sales are soaring in the American market and seem to be running second overall behind the Volkswagens. The Peugeots in the Renault section are drawing much attention following the announcement this week that they are entering the U.S. market and will bring in 8,000 cars this year.

Chrysler are showing their luxury cars—the Imperial and the 300D—right next to another expensive car employing a Chrysler engine, the Facel-Vega. The 300D, with its 370 h.p. engine (probably the most powerful in the Show), is a good looking car. It will become the official mount for the rally team of Sherwood Johnston and Harry Cushion, who begin their activity next week-end in an S.C.C.A. National rally. They will compete in eight of the country's National rallies this year.

An Elva, carrying American racing colours, stands near the entrance to the Show, its sleek lines resembling a miniature D-Jaguar. With it are trophies from the Orange Bowl, Elkhart Lake and Nassau. Next to it are three beautiful Aston Martins. Making their premier showing here are a pure white DB2-4 Mk. 3B convertible with fine black leather upholstery, and a blue sedan of the same series. Sy Kabach purchased the white car today for \$8,167. We talked with Dick Green, formerly of Feltham and the M.G. Car Co., Ltd., and now resident service engineer for the United States and Canada, who told us the car puts out 162 h.p. at 5,500 r.p.m., and dual exhausts boost it to 175 h.p. Other modifications will bring it well over 200 h.p. John Wyer was here for the opening.

Sparkling on its little turntable is a bright red Isetta 300. Others, of varying colours, are near by—as is a four-passenger 600. The "300" costs \$1,048; the "6" \$1,398. The company expected

to have the N.S.U. Prinz on display too; but Gerhard Pilz, Chief Engineer for BMW, said the cars are still in the Boston harbour waiting to be unloaded. Then we came upon the new Jomar coupé with light blue finish and aerodynamic body. Racing driver Dave Michaels lifted the bonnet and we found a supercharged Ford Consul engine powering the American sports car. We were happy to see AUTOSPORT prominently displayed on the bulletin board of Jomar literature. Fergus is presenting Borgward's new Isabella line, including a station wagon. He also shows the dependable Morgan "Plus Four".

The entire centre section of the downstairs floor is taken over by Volkswagen, the manufacturer leading the foreign car field in American sales. Making its first appearance here is the Karmann Ghia roadster. It will sell for \$2,785 f.o.b. New York. Hub caps in great quantity are cleverly employed to decorate the area which includes every model of the German car.

The second largest area of the ground floor is used by Mercedes-Benz and Packard, the highlight of their display being an all-white 300SL roadster on a jet black platform bordered by tulips. Near it are two distinctive cars, one being a two-tone Mercedes-Benz 220S convertible (in brown and cream upholstered with lustrous brown leather) and the other a handsome black Mercedes 300—upholstered in tan leather and costing \$10,418 in New York. Daimler-Benz has just announced its acquisition of the majority stock control in Auto-Union, another line which is well represented at the Show. The Golden Hawk with its 275 h.p. engine and its clean lines is shown with the Studebakers; and in the next stand a salesman was explaining the fine qualities of the Citroën ID 19 to a visitor who seemed to be enjoying watching the French car go up and down.

CHAMPION ACTOR—CHAMPION CAR. Peter Ustinov, who recently won the award for the best Broadway actor of 1957, seems happy in the Austin-Healey 100-Six, which was located in the City of Britaintown at the show. The car is the marque that won the team prize at Sebring.

With the German Maico four-seater, which has been sold in America for some seven months now, is the brand new Maico sports car making its world début. It will cost \$1,845 in New York. In the DKW stand, Tony Pompeo tried to tell us all about the good qualities of the little German car. But he was wasting his breath on us, for we had a fine ride in one from Thompson, Conn., to New York one night and were truly impressed with the speed and good road-holding of the car. The Colt, a new American car, is near the DKW exhibit. What the Colt lacks in beauty it makes up for in economy, claiming 60 miles to the gallon of gas and costing \$995. It has a 230 c.c. Wisconsin heavy-duty engine, and the builders plan to produce 100 a year. From behind the Iron Curtain come the Skoda 440 and the Skoda 445 roadster with its increased cubic capacity; from France, the Simca; from Germany, the BMW and the little Goggomobil T300 and T400.

Most of the world's sports cars and small cars are on view. Many of them have been road tested and vividly described in technical and layman's language in AUTOSPORT by the inimitable John Bolster. The New York show is excellent. It is particularly worthwhile for Americans who are waking up to the advantages of driving and parking small cars in this country of traffic jams. There is no doubt about it, the foreign-made car is no longer ogled by inquisitive Americans. It's here to stay. Last year 206,827 imported cars were sold in the United States, a ten-fold rise since 1951.





First Class Course For The "Derbyshire"

Lancs and Cheshire C.C. Trial Won By Edward Harrison

THE Lancashire and Cheshire Car Club's big B.T.R.D.A. and R.A.C. Championship Trial was held on Sunday, 13th April. Starting from Matlock Bath, some 40-plus competitors comprising the "Who's Who" of the trials world set out for Mill Close Mine, near Winster.

This is, without doubt, one of the finest trials sectors in the country. A great natural valley rises from a flowing river, which by "artificial aids" can be induced to provide a "quagmire" or a mud bath at will!

Towering up from the valley sides grow miniature mountains thickly clad with forestry. From these, in nearly every case, the 10 observed climbs wind their way, the carefully taped ascents being made more difficult by the thick shrubbery which clings like a vine to the intruding trials special.

Lining both sides of the hills, scores of spectators and helpers basked in the welcome hot sunshine and were able for the first time this year to sit out for alfresco lunches.

Following his usual practice, your Northern Editor, in order to present a factual report, observed the first six hills in the morning, and in the afternoon the latter four.

Mill Close Mine 1 ran up a short bracken bank, between trees, along a taped path which turned right to climb straight up an overgrown scrub bank. Then along a level grass valley for about 100 feet, to the "real hill proper", a little horror of only a score of feet up a muddy bank. A real "good" start which failed the entire entry, only a dozen reaching Section 9. Names: G. J. Newman (Cannon), E. Jackson (Cannon), N. H. Coates (N.H.C. II), R. Chappell (S.C.S.), R. Kemp (Cannon), T. C., E.

and J. Harrison (all on Harfords), R. P. Habershon (F.H.10), F. T. Lewis (Squamigerous), R. W. Faulkner (Paul Spl.) and E. Chandler (Spl.).

Mill Close Mine 2, starting on a steep grass mound, ran over a bump, round a tree and a shrub, left on to a peat-surfaced, short left-handed climb, which at the top was adverse-cambered to the right. If this was taken at speed, the momentum gained forced cars over to the left-hand side, which was guarded by a large and heavy tree! This, in Section 5, was the downfall of all but two, Edward and John Harrison, and even they made Section 7 only!

Mill Close Mine 3—although it lay

THROUGH the ooze of Mill Close Mine 10 goes the ultimate winner, Edward Harrison, his wheels sending up a shower of spray.

alongside the two previous hills the surface tended to mud—was taped all the way up and swung first left and then right up a steep bank with an adverse camber. Clean here were F. W. Whyte (Cranford), K. Schueler (Cannotten), B. H. Dees (P.A.B. Spl.), Chappell, Edward and John Harrison, and Chandler.

Mill Close Mine 4 was a very good one, too! From a muddy start, up a taped lane, round a tree, left around a bush, next a flat surface to rush over a bump and two ruts to a ledge finish. Only four cleans here, T. C., Edward and John Harrison, together with Chandler; they made the whole affair look simple!

Mill Close Mine 5 had a steep start on grass and peat, which proved so slippery that few were able to proceed more than yards from the line: only two drivers made Section 9. These were Edward Harrison and E. Jackson (Cannon). The hill actually carried on quite a way up, but nobody looked like getting there!

Mill Close Mine 6 was a straight grass climb which quickly wore down to mud. It veered to the right to surmount a steep bump near the finish. Cleans were made by Newman, Coates, L. Hurt (L.H.S.), T. C. and E. Harrison.

Mill Close Mine 7 was very steep and on peat; it went left over a bump which threw cars off their course, then a right-hander bend adversely cambered, and on to wet grass. It was this last that did it! Only T. A. Marshall (Austin) looked like a clean, and then he stalled his engine in Section 10. Others to reach 10 were R. Davis (Austin), N. Overton (Spl.), Newman, Hurt, all the Harrisons, M. R. Cannon (Cannon) and Lewis.

Mill Close Mine 8 was a long, steep left- and right-hander swinging high up into the mountain. Marshall, Davis, Jackson, Coates, Schueler, T. C. and E. Harrison and Habershon were clean.

Mill Close Mine 9, a straight-forward
(Continued on page 525)



SECOND place went to E. Jackson, who won the 4/44 trial recently. Here he finds a dry bit on the first section.

READY TO GO: John Bolster is seated here in the beautifully-styled little Renault-based Alpine. Talking to him is the producer of the car, M. Redelé.

6,200 r.p.m. that it puts forth its best work, and, of course, the five-speed box enables the driver to keep within that band. The "plain" change, without synchromesh, is very quick, and any competent driver could acquire the necessary skill to handle it. Perhaps there would be some danger in letting the girl-friend have a go, as it would be possible to engage the wrong gear and over-rev. the engine.

The car which I tested had a road-racing gear ratio, which would have allowed over-revving during the maximum speed tests on the banked Montlhéry track. Accordingly, oversize Michelin X tyres had been fitted to the back wheels. This resulted in, if anything, a trace of understeer, which is

JOHN BOLSTER TRIES **The Alpine**

*A High Performance
Renault-based 2-seater Coupé*

THERE is something immensely attractive about a really small car if it has beautiful lines. Some "babies" look out of proportion, because they are scaled-down big cars, and others are merely "bubbles". When, however, one meets that rare thing—a perfect miniature—the urge to possess it is very great. Such a car is the Alpine, and I am glad to say that I have had the pleasure of driving it in Paris, on the open road, round a road circuit, and on Montlhéry track.

The basis of the Alpine is a Renault chassis, which at once puts the famous Renault service behind it. The bottom pressings of the "750", or 4CV, Renault are used, with suitable strengthening members. To this assembly is bonded a fibreglass two-seater coupé body of superb appearance. The standard of finish is equal to that of a typical expensive British car, and all the interior details, such as the seats and upholstery, have a Parisian *chic* that appeals greatly.

This little honey of a car has ordinary Renault chassis parts, with independent suspension all round by helical springs and telescopic dampers. It can be supplied with a normal 750 c.c. engine, and indeed one sees Alpines being used for shopping in Paris by ladies who appreciate a really smart car. There is also a considerably faster version, which has a larger carburetter, stronger valve springs, special manifolds, higher compression, and improved rear suspension. All this costs 68,000 francs extra, which is not much over £50 at present rates of exchange.

However, there is a really "hot" Alpine, which has covered itself with glory in the Mille Miglia as well as in numerous Continental rallies. This model employs the "1063" competition engine and the Pons-Redelé five-speed gearbox. As the Alpine is produced by M. Redelé, I was not surprised to find that the car he lent me recently was fitted with this box.

I have, of course, tested a "works"

PURPOSEFUL: The engine leaves plenty of space for maintenance. Note the enormous Weber carburetter used on the high-performance "1063" versions.

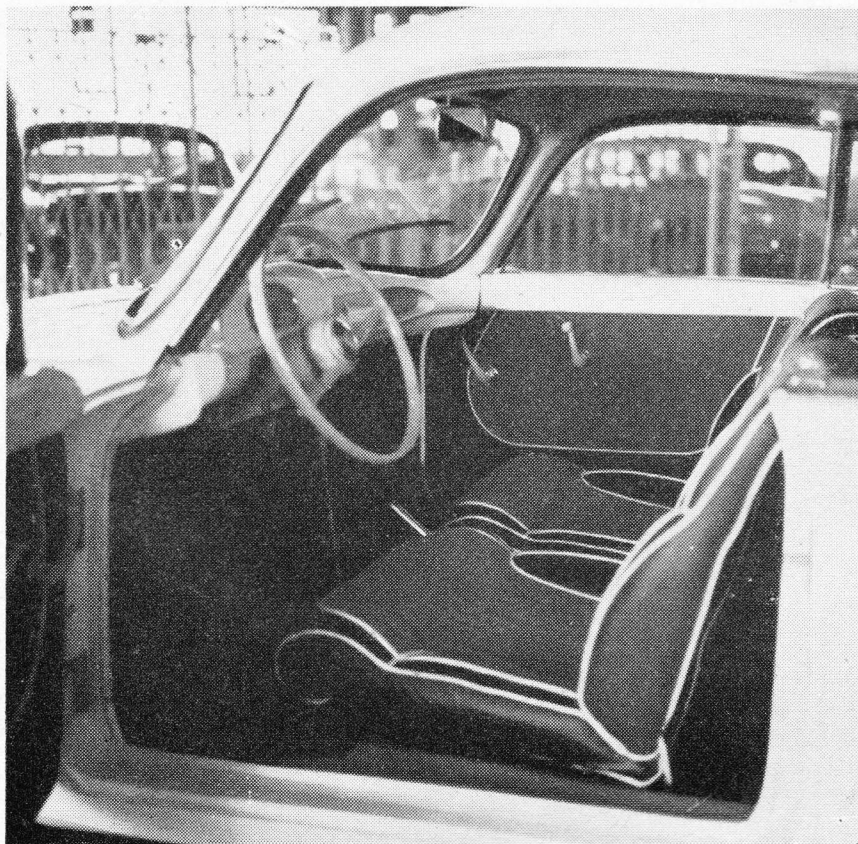
1063 Renault before. The Alpine is about 1 cwt. lighter, however, and considerably better streamlined than the four-seater saloon. Consequently, the performance is noticeably better. The machine I drove was a works hack, and had a compression ratio of 9 to 1 as compared to the 9.8 to 1 of the competition cars. It ran on ordinary French petrol without complaint, and was also astonishingly flexible in Paris traffic. This I put down partly to the Weber carburetter which, although an enormous twin-choke downdraught, seemed to give just the right mixture even at idling speeds.

Although the Alpine will potter adequately, the 1063 engine does not really come to life until 4,000 r.p.m. have been attained. It is between this speed and

rare indeed among rear-engined cars. The little machine was surprisingly steady, lapping the bumpy track at a full 150 k.p.h. This meant about 6,200 r.p.m. as a sustained engine speed. By removing the rain gutters from the roof, and fitting a flat undershield, M. Redelé thinks that he could just about register 100 m.p.h. on the 9.8 to 1 compression ratio.

It must be emphasized that all this applies to the 750 c.c. engine. The Alpine is normally supplied as a 4CV because that is the engine which the Régie Renault have made available. However, the latest engines of this type have the same block and crankshaft as the Dauphine, so one can invest £8 or so in liners and pistons and have a power unit of 845 c.c. Alternatively,





CHIC PARISIENNE: "The standard of finish is equal to that of a typical expensive British car," says Bolster. This photograph illustrates clearly the beautiful quality of the seats and interior panelling.

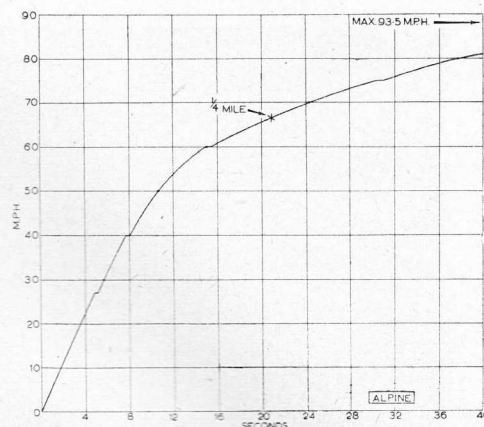
one can go the whole hog and fit the special 903 c.c. liners that are now on sale. With 903 c.c. under its tail, the acceleration of this light little car would be really something. In "1063" form, 100 m.p.h. could be exceeded very easily.

It is difficult to describe the sheer enjoyment of handling such a car. The 1063 engine used to be rather intractable, but the big Weber carburetter has altered all that. The exhaust note is surprisingly moderate for a French sports car, though it has a crisp edge to it, and I used full revs. on the gears in Paris without calling forth a rebuke. The initial getaway for the first few yards was not particularly startling, but as the needle swung past the 4,000 r.p.m. mark the rest of the traffic just melted into the background. On the open road it was fun to chase other motorists who wanted to shake off "that funny little

car", and then to pass them and change up twice.

On the Monthéry road circuit, the five-speed gearbox came into its own. This circuit is notoriously hard on brakes, but I was unable to make them fade. For a car of only 750 c.c. it was almost unnatural how easily one exceeded 80 m.p.h. on quite short straights. With all the controls in the right places, and a proper bucket seat to locate the driver, the negotiation of corners at racing speed is indeed an agreeable game.

I hope that I have said enough to put across the sheer personality and character of the Alpine. A good deal of the pleasure of driving it comes from the excellence of the finish—a rather rare virtue among French cars today. Yet, a de luxe vehicle built in relatively small series cannot be cheap, and import duty



ACCELERATION GRAPH

would render this quite a costly little machine over here. Compared with the sort of value that family saloons offer, it is difficult to justify the price of such a specialist car. Yet, the Alpine gives something that cannot be measured in pounds, shillings and pence. It gave some hours of the greatest pleasure to one old and *blasé* professional driver. Yes, thank you, a nice new Alpine is just the sort of birthday present that I would really appreciate! The address is 13 Rue Forest, Paris 18, which is just off the Place Clichy.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Alpine fixed head coupé. Price 897,000 francs. Extra: 1,063 engine, 275,000 francs, five-speed gearbox, 139,000 francs (French taxes paid).

Engine: Four cylinders, 54.5 mm. x 80 mm. (747 c.c.). Pushrod-operated overhead valves in light alloy head. 9 to 1 compression ratio. 44 b.h.p. at 6,000 r.p.m. Twin-choke downdraught Weber carburetter. Delco coil and distributor.

Transmission: Single dry plate clutch. Five-speed close ratio gearbox in unit with rear-mounted engine, central remote control lever, ratios to choice. Spiral bevel final drive to independent swing axles.

Chassis: Combined chassis and body. Strengthened Renault steel "punt" bonded to plastic body. Independent suspension all round by helical springs and telescopic dampers, parallel wishbones with anti-roll bar in front and swing axles behind. Rack and pinion steering. Hydraulic brakes. Bolt-on disc wheels, fitted 5.0-15 ins. tyres (oversize rears on test car).

Equipment: Six-volt lighting and starting. Speedometer, rev. counter, ammeter, water temperature and fuel gauges.

Dimensions: Wheelbase, 6 ft. 10 ins. Track, 4 ft. Overall length, 12 ft. Width, 4 ft. 9 ins. Height, 4 ft. 1 in. Turning circle, 27 ft. 6 ins. Weight, 10 cwt. 90 lb.

Performance: Maximum speed 93.5 m.p.h. Speeds in gears: 4th, 75 m.p.h.; 3rd, 60 m.p.h.; 2nd, 40 m.p.h.; 1st, 27 m.p.h. Standing quarter-mile, 20.8 secs. Acceleration, 0-30 m.p.h., 5.8 secs.; 0-50 m.p.h., 10.6 secs.; 0-60 m.p.h., 15 secs.; 0-70 m.p.h., 24.2 secs.; 0-80 m.p.h., 37.8 secs.

UP SHE GOES! Rob Davis's untiring Austin rears up at a bump, watched by an impassive spectator.

Derbyshire Trial—continued

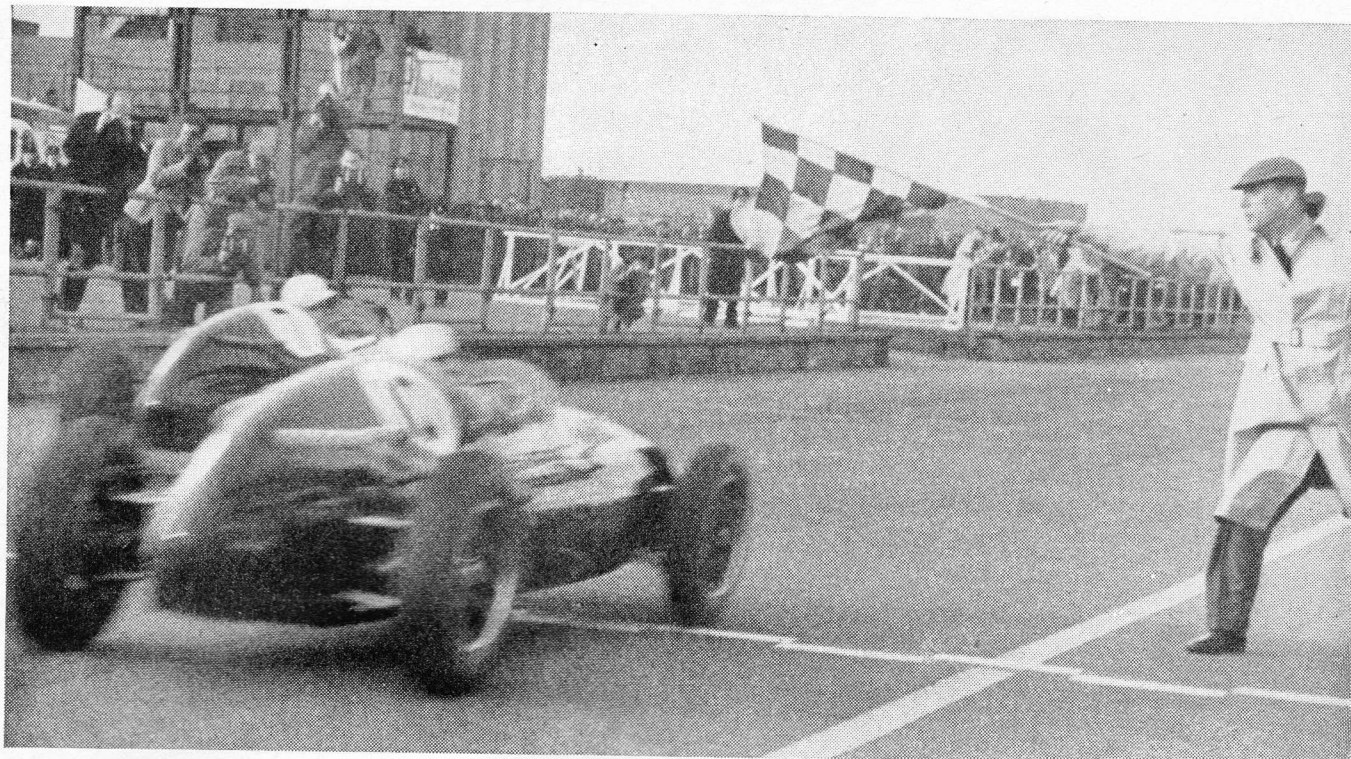
climb on "Bluebell Shorts", was rather twisty and steep near the finish. Davis, Newman, Lawson, Alldred, Coates, the three Harrisons and Habershon were clean here.

FRANCIS PENN.

Results

The Quick Trophy: Edward Harrison. **The Kukla Brewer Trophy:** E. Jackson. **The Higher Road Trophy:** J. Harrison. **The Mawrey Trophy (best club member):** J. C. Broadhead. **First-Class Awards:** M. H. Lawson, N. H. Coates, R. Davis, T. C. Harrison. **Team Award:** Dad and Lads (The Harrisons).





SPLIT-SECOND FINISH, with Stirling Moss just managing to keep ahead of Jack Brabham, both in 2-litre Cooper-Climaxes—a thrilling ending to the 200 miles race.

A COOPER-DOMINATED AINTREE "200"

Remarkable Moss-Brabham Finish—New Lap Records by Salvadori (Aston Martin), Cliff Allison (Lotus-Climax), Tony Brooks (Cooper-Climax) and Keith Hall (Lotus-Climax)—Joy-day for the Rob Walker Stable

SELDOM has such a finish been seen in a long-distance race as happened last Saturday at Aintree during the 200 Miles Race. Stirling Moss (Cooper-Climax), who had led from start to finish, although suffering from a slipping clutch, appeared to be sailing on to an easy victory over his nearest rival, Jack Brabham (Cooper-Climax), who had been

by GREGOR GRANT

Photography by Francis Penn

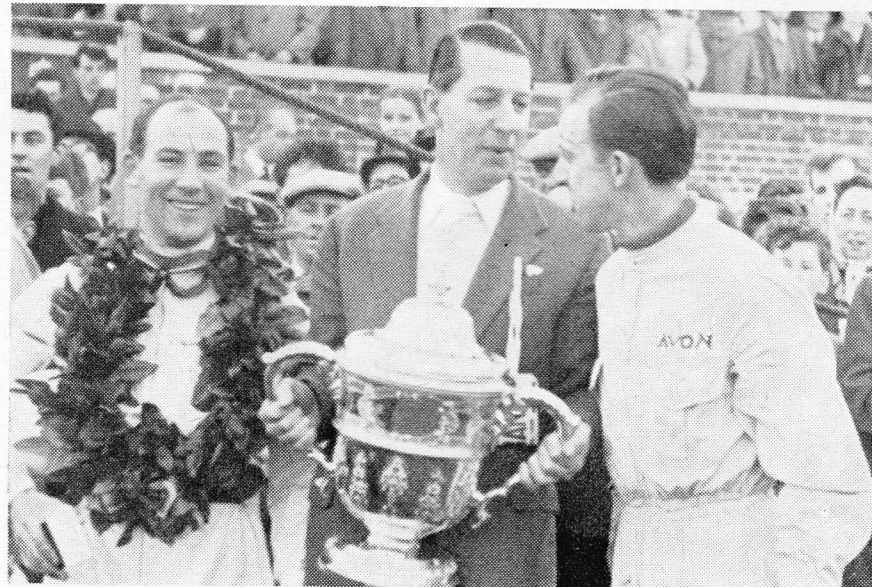
delayed earlier for nearly a minute to fill up with water. During the last few laps, Brabham came closer and closer to Moss, and, within sight of the finish line, actually went into the lead. However,

that genius Moss took Tatts Corner faster than it has ever been done, regained his lead as the two Coopers were side by side, and just managed to pip the Australian by one-fifth of a second.

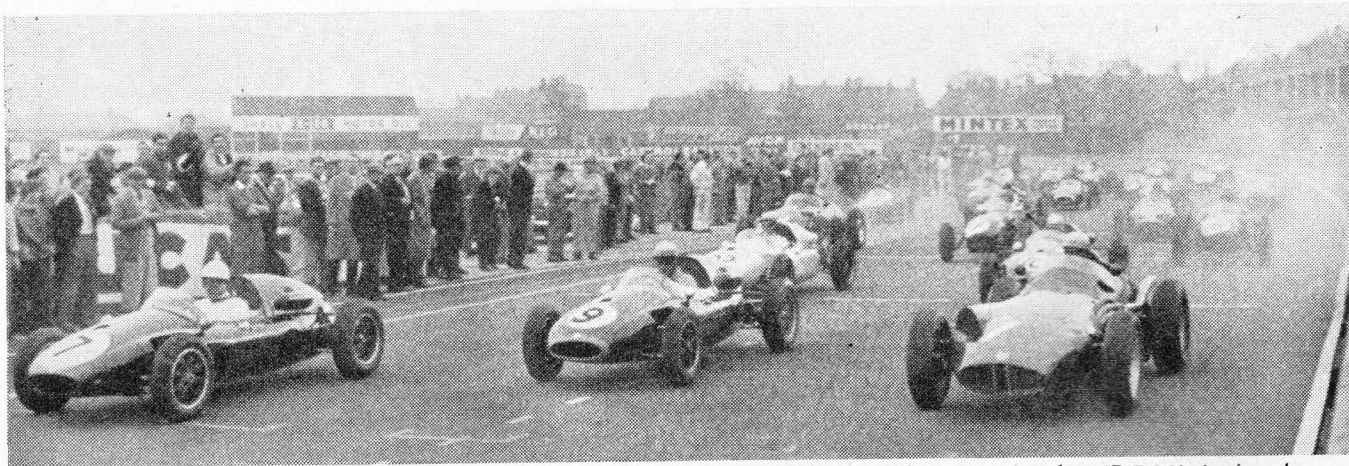
In third place came another Rob Walker car, this time a "1500" Cooper-Climax driven by Tony Brooks, who went ahead of Roy Salvadori when the latter also fell victim to clutch troubles. Jean Behra, never really happy in the lone B.R.M., duelled for almost an hour with Brabham for second place, then went out when a brake operating cylinder burst.

Equally exciting was the over 1,100 c.c sports car race, featuring the Lister-Jaguars of Archie Scott-Brown and Masten Gregory, and the works Aston Martins of Roy Salvadori and Tony Brooks. Scott-Brown won, but Salvadori set up a new sports car record of 2 mins. 3.6 secs. (87.38 m.p.h.). Several class records were broken during an excellent day's racing. It was a great pity that, despite a fine day, the attendance was not as good as it might have been.

Racing opened at 11 a.m. with the 1,100 c.c. race, which comprised a flock



DOUBLE-FIRST for the Rob Walker stable, with Moss winning the F1 section, and Tony Brooks the F2. The entrant is seen here with the outsize trophy won by Stirling.



OFF on their 200 miles trip, with Moss (Cooper-Climax), Salvadori (Cooper-Climax) and Behra (B.R.M.) in front! Brabham's Cooper is directly behind the Bourne machine.

of Lotuses, challenged by Elva and Tojeiro, every entrant having the familiar single-o.h.c. Coventry-Climax engine. After a scrappy start, Alan Stacey (Lotus) steamed into the lead, followed by Peter Ashdown (Lotus), Campbell-Jones (Lotus), Mackenzie-Low (Elva) and Innes Ireland (Lotus). Henry Taylor in John Green's Lotus made a poor getaway, being hemmed in by tightly packed cars, and was almost at the tail end of the field when the leaders came through Melling Crossing.

Campbell-Jones edged past Ashdown, and Keith Hall came from nowhere to nip in front of the fast red Elva. Ashdown spun wildly at Anchor Crossing, and dropped back to sixth place. There was quite a considerable amount of carving up going on behind the leaders, resulting in several phenomenal avoidances. Henry Taylor now began to catch the eye, overhauling car after car; the Scotsman Tom Dickson, with his Lotus painted in Ecurie Ecosse blue, duelled with Ashdown. Meanwhile Hall was going all out to catch his teammate Stacey, and Campbell-Jones was having his work cut out to hold off Mackenzie-Low in the Elva.

On the 10th lap there was a mix-up at Country Corner; Campbell-Jones shot off-course, and the Elva streaked into third place. Jones went to his pit, jumped out of his car complaining bitterly that he had been shunted. Next casualty was Ashdown who came to rest at Melling with smoke pouring from his engine. Stacey began to slow, and Mackenzie-Low should have moved up to second place, but for some reason came in to his pit to complain about a stiff gear change. Off he went, but Tom Dickson had moved up to third place. On the 13th lap Stacey disappeared; Henry Taylor was now up in fourth place, closing up fast on the Elva, but too far behind to threaten his third position. Stacey's trouble was a broken water-pump; Innes Ireland retired with a fractured de Dion tube.

On went Hall to a clear-cut victory and a new class record in his pocket; not only that, but his winning speed was faster than the old lap record. Dickson took second place, followed by Mackenzie-Low, Taylor (Henry), Taylor

(M.) and the Full Sutton 100 m.p.h. lap merchant, Jimmy Blumer—the last three having a hectic dice over the finish line.

In the 10-lap saloon car race for the *Daily Mail* Trophy, Tommy Sopwith shot away in his rare-sounding 3.4 Jaguar, followed by the similar cars of Ron Flockhart and Sir Gawaine Baillie. Flockhart fell back to third place after missing a gear, and set out in a vain chase of the leaders. Baillie's car seemed to be suffering from over-oiling, as clouds of smoke poured out on the bends. Much amusement was caused by Alan Foster in Dick Jacobs's maroon Magnette, who not only had the measure of Manduca's TI Alfa Romeo, but began to draw away from it—completely outstripping his class rivals Harold Grace and Les Leston in the 1.5 Rileys. M. B. Everley (Hillman Minx) attempted several different ways of taking Tatts Corner—all unsuccessful. There was quite a moment when he broadsided right in front of Fishwick's A35, which was braked to a standstill in an astoundingly short time.

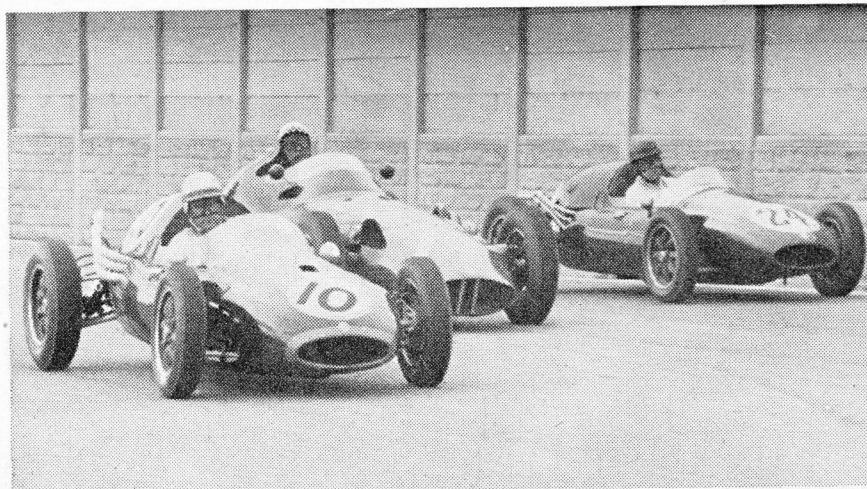
Then came excitement; Sopwith was seen to be slowing, and was overtaken by Baillie. The blue Jaguar was retired on the grass opposite the County Stand, Sopwith having to make two complete turns before he could stop his brakeless automobile—for the stopping power had vanished completely. Flockhart just could not catch Baillie, who was driving really well, and finished just 1.6 secs. behind. Peter Blond (2.4 Jaguar) took

the 2,600 c.c. class, a lap ahead of Manduca and Hodson (2.4). The irrepressible Foster finished half a lap in front of Grace and Leston in their much lighter cars.

Scott-Brown Again!

Next item on the menu was the eagerly anticipated over 1,100 c.c. sports car race, with dark horses against the bigger stuff in the shape of the two 2-litre Lotuses of Graham Hill and Cliff Allison. Unfortunately on the warming-up lap, Hill had his distributor cap disintegrate; as the starter's flag was raised, mechanics were still fitting a new one. The other car stalled its engine and Allison sat with his hand raised for nearly a minute. Down went the flag, Hill snatched bottom gear and damaged the selector, whilst Hamilton's Jaguar ran into the stationary Allison car. Thus the field roared off with Hill trying to find a gear, and Allison pushed to the pits for repairs. Meek's Lotus-Connaught was pushed on to the grass with oil dripping from underneath.

Into the lead went Scott-Brown, closely followed by Gregory in the Ecurie Ecosse Lister, and the two Astons. A tremendous struggle developed between the blue car and the David Brown machines, and for five laps the American held off the Feltham machines. Scott-Brown, going like the Archie we all know so well, set up a new sports car record of 2 mins. 4.4 secs. Behind the leaders came Ivor Bueb in the fuel-injection Ecurie Ecosse



DUEL between Brabham and Behra was a feature of the "200". They are just on the point of overtaking Brian Naylor's F2 Cooper-Climax.

PANIC STATIONS: Mechanics swarm over Graham Hill's Lotus just before the start of the big sports car race. On the warming-up lap his distributor cap disintegrated.

Maurice Trintignant in the F2 machines. Harry Shell was in a light blue 1957-type Cooper, with no ZF diff., the car being entered by the Owen organization; Alfred Owen was present on this occasion. Behra had been working at Bourne since Goodwood, and the car was running with no servo in the braking system.

Ken Kavanagh was worried about his clutch, having had to change the unit overnight. The failure cost him the chance to learn the circuit, as he had put in very few laps. Behra had gone round pretty close to Moss's circuit record, probably with very little fuel in the tank. Anyway the car seemed to be going very fast in practice, and looked most impressive. Brabham was rapid in the works 2-litre Cooper, but John Cooper was a trifle worried whether or not the clutches were strong enough for the increased power of the 2-litre motors.

The start was a bit of a traffic jam, with cars weaving here and there as drivers tried to find an opening. Moss and Brabham out-accelerated Behra, and Salvadori also tried to take the B.R.M. as they swept into Waterway Corner. The circuit looked very crowded as the 29 cars converged on the Picnic Loop. Stirling was still in front on the Railway Straight, pressed hard by Behra, Salvadori, Brabham, Scott-Brown, Allison (F2

Le Mans-winning "3.8", then Mairesse (Ferrari), Hamilton (Jaguar), Fairman (3.4 Jaguar), Pilette (Ferrari), Naylor (J.B.W.-Maserati) and Dalton (DB3S Aston Martin), in that order.

Salvadori whipped past Gregory to equal Scott-Brown's new record. Allison, hopelessly behind, tore past the bigger cars to set up a new 2-litre class record of 2 mins. 6.2 secs. Brooks, trying to get past Gregory, seemed to be having difficulty in finding gears, but the three cars were bunched together and any one of them could be in front. Bruce Halford spun his Lister at Tatts, and hit the wall; he later retired with a leaking radiator and possibly damaged suspension.

Salvadori still had the blue Lister on his tail, but Masten completely overdid it at Tatts, spun round and finished on the grass. Fortunately (for Brooks), his gearbox trouble had slowed him right down, and he wasn't around when the Lister did its spinning act. However, Gregory rejoined the race, still in third

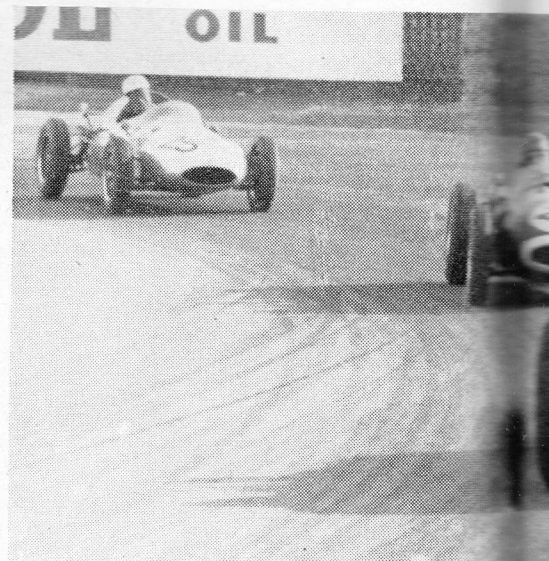
place, Brooks having decided to retire. Behind Hamilton was enlivening things with his well-known power-slide cornering—always looking as if he was going to come unstuck, but never so doing.

Archie knew Salvadori was close—particularly when Roy hurtled the "3.9" round in a record-breaking 2 mins. 3.6 secs. (87.38 m.p.h.), and all but breathed down Scott-Brown's neck. However, the business of overtaking slower cars hindered both, and the Lister gained that vital second or so round Tatts, and Salvadori's bid was in vain. Altogether a most exciting race, notable for the really fine driving of Scott-Brown and Salvadori, and a satisfying result for David Murray's men, in that Gregory, first time out in the Lister, could stay up with the favourites.

The Aintree "200"

By 3 p.m. the F1 and F2 cars were on the grid for the start of the 200 miles race, actually the new minimum distance for full-scale G.P. affairs. Naturally, the small British-built cars predominated, with Behra's B.R.M., the three Maseratis of Kavanagh, Halford and Campbell, and the four Connaughts of Scott-Brown, Richardson, Emery and Edwards. Spick and span were the three blue Coopers of Rob Walker's stable, with Stirling Moss in the 2-litre car, and Tony Brooks and

SMOKE GETS IN YOUR EYES: In a pall of exhaust fumes the big cars get away from the start. Hill (Lotus) has just damaged his gear selector and Allison, who has stalled, has his hand up. Hamilton, brakes hard on, fails to avoid running into him.

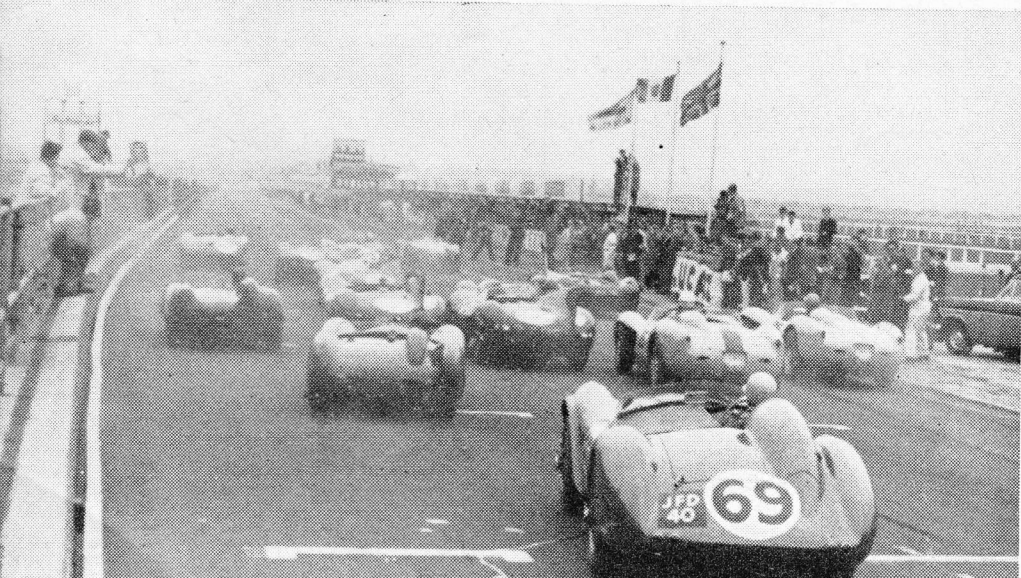


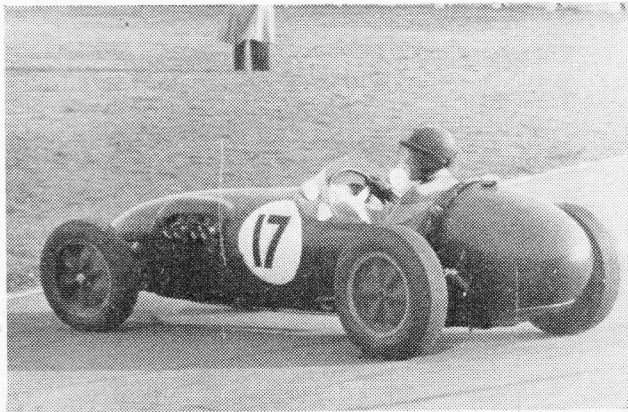
TRIO AT TATTS: Paul Emery (Connaught) and Russell (Coopers) through the turn. Allison (Lotus) stalled.

Class Results: Formula 1: 1, Stirling Moss (Cooper-Climax), 85.66 m.p.h.; 2, J. Brabham (Cooper-Climax); 3, R. Salvadori (Cooper-Climax); 4, W. A. Scott-Brown (Connaught); 5, P. R. Emery (Connaught); 6, G. Richardson (Connaught). **Fastest lap:** J. Brabham, 2 m. 01.4 s. (88.96 m.p.h.).

Formula 2: 1, C. A. S. Brooks (Cooper-Climax); 2, S. Lewis-Evans (Cooper-Climax); 3, H. Shell (Cooper-Climax); 4, G. Hill (Lotus-Climax); 5, C. Allison (Lotus-Climax); 6, M. Trintignant (Cooper-Climax). **Fastest lap:** Brooks, 2 m. 04.4 s. (86.82 m.p.h.).

Sports Car Race, up to 1,100 c.c.: 1, K. Hall (Lotus-Climax), 81.61 m.p.h.; 2, T. Dickson (Lotus-Climax); 3, R. Mackenzie-Low (Elva-Climax); 4, H. Taylor (Lotus-Climax); 5, M. Taylor (Lotus-Climax); 6, J. Blumer (Lotus-Climax). **Fastest lap:** K. Hall, 2 m. 09.2 s. (83.59 m.p.h.). (New 1,100 c.c. sports car lap record.)





★
CLIFF ALLISON
(left) spins his works
Lotus at Tatts. Both
the Lotuses finished,
but not in the
money. (Right)
B.R.M. sandwich.
Jack Brabham leads
Behra and Richardson
(Connaught) just
before Anchor bend.

★

Lotus), Lewis-Evans (F2 Cooper) and Graham Hill (F2 Lotus). By Tatts Corner, Moss had gained 1½ secs. over the B.R.M., which was almost overtaken by Salvadori's Cooper in the turn. Next time round, and Brabham had taken Salvadori and was dodging hither and thither in an effort to pass the B.R.M.

First casualty was the Australian K. R. Campbell, who stopped to investigate an oil leak; he restarted subsequently minus the tail of his latest-type Maserati. It was patent that the Maseratis and Connaughts were not in the hunt, although Scott-Brown was getting the utmost out of Ecclestone's Syracuse car—way ahead of Emery in the "Toothpaste Tube" device. The Lotus single-seaters were going well, but a threat was coming up

in the shape of Lewis-Evans in the smart light green Cooper of the Alfred Moss/Ken Gregory partnership, Harry Shell and Tony Brooks.

Moss began to increase his lead at the rate of over a second a lap. After five laps he was 5 secs. ahead of Behra, with Brabham 3 secs. behind the B.R.M., and with Salvadori on his tail. The quartette was now getting out on its own, and Behra did not look too happy. Whether or not he was content to play a waiting game, remained to be seen, but not even Fangio can afford to let Stirling away at over a second per tour. Trintignant was disappointingly slow, especially after reading his remarks in the French press following his Pau victory.

On lap 10, Stirling was nearly 8 secs. in the lead, not from Behra, but from Jack Brabham. Salvadori had dropped back to about 10 secs. behind his teammate. Graham Hill still led the F2 bunch, with Lewis-Evans more or less up his exhaust pipe. Tony Marsh spun his Cooper at Bechers and called it a day; Edwards had a spectacular gilhooley with his Connaught at Country Corner and stalled his engine.

Brabham must have worried Behra; the B.R.M. had it on sheer maximum speed, but whenever a twiddly bit came up, the Cooper out-braked the Bourne car, and then out-accelerated it out of the bends. The Australian was obviously enjoying himself, driving bang on top of his form.

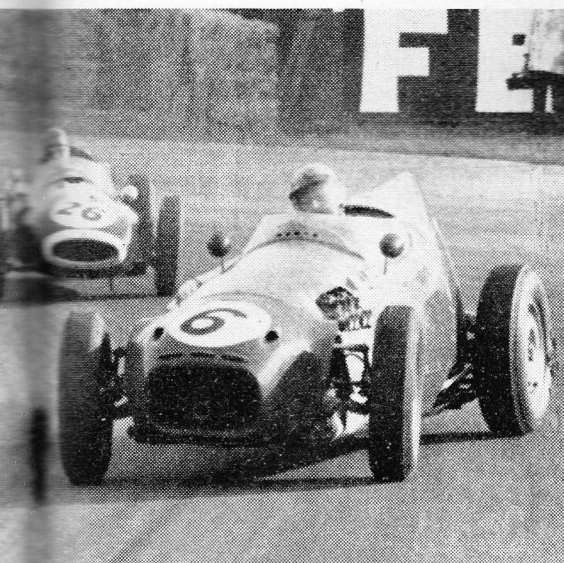
Whilst Moss the Immaculate steadily forged ahead, Brabham was duelling with Behra, and Salvadori was battling round in a lonely fourth place, there was a terrific struggle going on behind. Lewis-Evans

was sandwiched between the Lotuses. Tony Brooks headed Scott-Brown who was dicing merrily with Harry Shell; then came Bruce Halford going really well in his veteran Maserati, and Ian Burgess (Cooper), followed by Trintignant and Naylor (Coopers). Young McLaren from New Zealand was not trying to set the heather on fire in his first British race, but for all that looked fast and safe.

The unlucky Halford burst a tyre at Country Corner, but managed to stay on the road. Paul Emery about-turned at Village, and was delayed about 4 mins. Brian Naylor tore his mechanics a strip when he had to come into the pits to replace a lost gearbox drain plug. Following a pit signal, Behra began to step on the loud pedal, and regained second place from Brabham on lap 16. Stirling was now 13 secs. to the good;

(Continued overleaf)

THE 1,100s GET AWAY: (Left to right) J. Stacey (Lotus), R. Mackenzie-Low (Elva), Innes Ireland (Lotus). In the second row are Peter Ashdown and Jimmy Blumer (Lotus).



Emery hides a little as he leads Ian Burgess and Jim Clark. Although outclassed, Emery finally finished fifth in the F2 class.

Results

Sports Car Race, over 1,100 c.c.: 1. W. A. Scott-Brown (Lister-Jaguar), 86.10 m.p.h.; 2. R. Salvadori (Aston Martin DBR2); 3. M. Gregory (Lister-Jaguar); 4. I. Bueb (Jaguar D); 5. W. Mairesse (Ferrari); 6. J. Duncan Hamilton (Jaguar D). **Fastest lap:** Salvadori, 2 m. 03.6 s. (87.38 m.p.h.) (new class record).

Saloon Car Race for the "Daily Mail" Trophy: Over 2,600 c.c.: 1. Sir Gawaine Baillie (Jaguar 3.4), 70.94 m.p.h.; 2. R. Flockhart (Jaguar 3.4). **Fastest lap:** T. Sopwith (Jaguar 3.4), 2 m. 28.8 s. (72.58 m.p.h.).

1,600-2,600 c.c.: 1. P. Blond (Jaguar 2.4), 66.28 m.p.h.; 2. L. Manduca (Alfa Romeo); 3. E. Hodson (Jaguar 2.4). **Fastest lap:** Blond, 2 m. 40.6 s. (67.25 m.p.h.).

Up to 1,600 c.c.: 1. A. T. Foster (M.G. Magnette), 63.85 m.p.h.; 2. G. H. Grace (Riley 1.5); 3. L. Leston (Riley 1.5). **Fastest lap:** Foster, 2 m. 45.8 s. (65.14 m.p.h.).



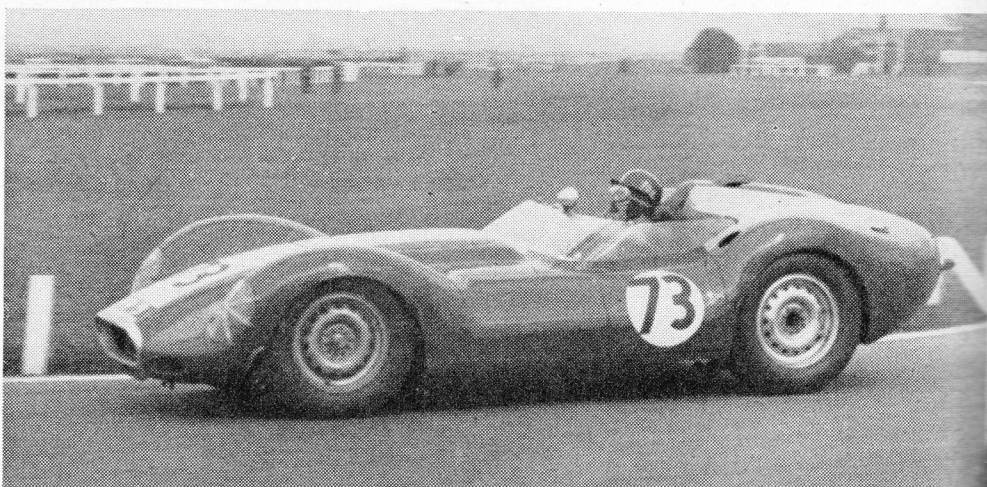
Aintree—continued

even so, it was noticeable that the engine revs. rose when he changed up, suggesting a slipping clutch. Salvadori was also having trouble finding gears, so John Cooper's fears were justified.

Allison fell back in the F2 struggle, in which Brooks and Hill were going at it to some purpose; the boy Hill gets better and better with each outing, and Tony was obviously trying. Neither could afford to let up, for the Shadow Squad in the shape of Lewis-Evans was dangerously close, and Harry Shell was getting the feel of the Cooper as Scott-Brown was learning to his cost.

Out Goes the B.R.M.

By the 27th lap, Stirling had pulled out a 17 secs. lead over Behra and Brabham; Moss had now lapped the field with the exception of Salvadori, Brooks



COMBINATION of Archie Scott-Brown (above) and the Lister-Jaguar resulted in yet another sports car victory for the popular Scotsman.



FIRST OUTING (left) for Masten Gregory and the Ecurie Ecosse Lister-Jaguar resulted in third place, behind Salvadori's Aston Martin, seen here trying to pass the American. Brooks is close behind.

and Hill (and, of course, Behra and Brabham), having just caught Lewis-Evans. The Scott-Brown v. Shell duel continued behind Allison's Lotus. Next time round Brabham came through alone; the B.R.M. trundled slowly down Railway Straight, was driven to the pits and Behra jumped out—brakes again, this time a burst operating cylinder.

Two laps later and Brabham was in his pit, with radiator boiling like a kettle. Water was added, but the halt cost him 57 secs., letting Salvadori into third place. Lewis-Evans explored the grass at Tatts Corner, but carried on; Campbell spun his Maserati at Bechers but rejoined the race. Hill and Brooks still battled almost wheel-to-wheel for the F2 lead, but it was known that the small tank on the Lotus would force a pit stop.

Despite his slipping clutch, Stirling had turned a lap in 2 mins. 1.8 secs.—a remarkable pace for a 2-litre car. Tony Brooks, leading the F2 section, did 2 mins 4.4 secs., and was pulling out a big lead on his rivals. Hill dropped back after a pit stop to refuel; water was also added and he set off to make lost time, only to spin at Tatts. He rejoined the race, well behind Lewis-Evans and Shell. Coming down to Melling Crossing Brian Naylor (Cooper) had a most spectacular accident. The offside U.J. broke, and the flailing driving shaft sliced off the bottom wishbones; the car tore into the infield backwards, and overturned with Naylor trapped in it. He was taken to hospital suffering from bruises and shock. Ken Kavanagh, still learning the circuit, retired with a leaking header tank on his

Maserati. His compatriot, Keith Campbell, had also given up, so not a single foreign-built car was left in the race!

Allison refuelled; Ken Tyrell smacked the straw bales at Anchor Crossing good and hard, eventually retiring with damaged steering. With 50 laps covered, Moss led Salvadori by 42.6 secs., but Brabham was catching his team-mate and was now only 6.2 secs. behind. Three laps later, and Brabham was second, with a sporting chance of overtaking Moss, who was changing gear as infrequently as possible to conserve his faulty clutch. With Salvadori also suffering from the same trouble, it was on the cards that Tony Brooks might snatch third place.

The closing laps were most exciting, but when Moss went through on his last

lap he had 6 secs. over Brabham; Brooks had already moved up into third place, whilst Scott-Brown had stopped at his pits to check gearbox oil. Jack Brabham carved off that 6 secs., and at Melling Crossing managed to inch ahead of Stirling. Down to Tatts rushed the two Coopers, practically wheel-to-wheel. Brabham braked, but Stirling either didn't or left it later than was thought possible. Anyway he had a slight advantage coming out of the sharp right-hander; down went his foot, the clutch held as he snicked from second into third. As they swooped towards the finishing line, Brabham was gaining all the way, but Moss's front wheels were over the line first. The difference was just one-fifth of a second.

Rob Walker admitted afterwards that the finish almost gave him heart failure. Stirling was shaken rigid to find Brabham right beside him on that last lap, and a lesser driver would never have fought back with the skill shown by Moss. The race also emphasized the rise of Brabham to star class. It was a complete day out for Coopers, the cars finishing in the first six places, and Brooks taking the F2 category.

★

VICTOR—in the saloon car race was Sir Gawaine Baillie (3.4 Jaguar) from Ron Flockhart in a similar car. Sopwith retired with brake troubles after holding the lead.

★



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Price: **£599** Plus P.T. £300.17.0



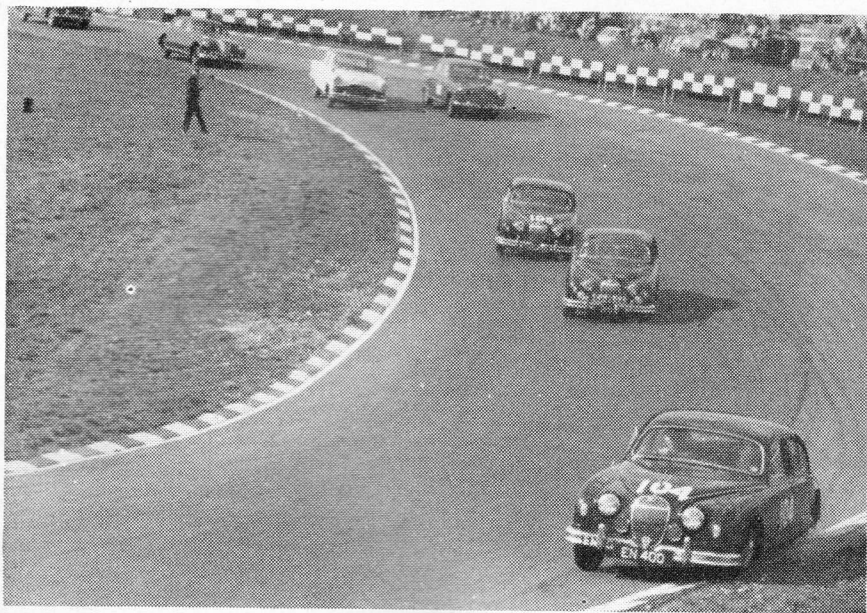
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Hatching In The Sun

Five Hundreds, Saloons and Sports Cars at B.R.S.C.C. Brands Hatch Meeting

BRIGHT sunshine, blue skies and, yes, real warmth, brought a touch of motor racing weather to Brands Hatch on Sunday for the B.R.S.C.C. race meeting there. Mysteriously, the crowd did not materialize and most of the space open to the public stayed empty, or very nearly so.

On the programme was a varied collection of events, mostly seven-lappers, for 500s, saloon cars and sports cars, with a final event for series-production sports machines.

The "rock 'n' roll" saloons started things going with a 10-lapper saloon car championship event for cars up to 1,200 c.c. This saw a collection of A35s, Ford Anglias, a brace of Fiats and a lone Volkswagen and a Minor 1000. G. S. Shepherd (A35) took the lead from the start and John Sprinzel, in the scarlet Austin that is so well known for going improbably fast, planted himself firmly in second place. P. D. Shanks made it an A35 benefit by holding third place for the first lap, losing it to F. W. Marriott's Morris on the second, and passing Marriott again on the last tour.

Sprinzel stayed in second place—sometimes with the two inside wheels well clear of the ground—for five laps, but then took a better line on Clearways than Doc Shepherd and got through. Once in front he soon established a clear lead and finally won by over three seconds at an average speed of 58.12 m.p.h.

Event two brought the 500s out, this event being a seven-lapper for "junior" drivers—those who had not been placed in any 500 c.c. race in 1956-57. J. D. Menzies (Petty-Norton) went into a clear lead on the first lap and never looked in danger of losing it. After lapping consistently around the 64-sec. mark he romped home some five seconds in front of A. V. C. Newton (Cooper-Norton),

who had been in second place since the second lap, when E. V. Koring (Smith 500) dropped back to fourth position. Third man home was S. Jensen, driving Albert Zain's fuel-injected Flash Special.

For the third race the over 1,200 c.c. sports cars came out for a seven-lap duel in which Percy Crabb, in a very smartly prepared Chequered Flag Stable Tojeiro-Bristol, took the lead from the grid to lose it after a lap to John Bekaert (H.W.M.-Jaguar), who rapidly established a safe lead with a spot of fast lappery, while Crabb remained in second place. An unusual sight at Brands was M. Delapena's Delahaye, painted in French blue. The car was not entirely at home on the circuit and finished seventh after some consistent laps at around 72 secs. Third place went to G. Morgan (Lotus-Ford) after a consistent and prudent race.

Saloon cars from 1,200-1,600 c.c. came

TOMMY SOPWITH nearly overdoes it in the big saloon car race as he moves into what later became a commanding lead in the Equipe Endeavour 3.4 Jaguar.

out next for another championship 10-lapper. G. H. Grace's Riley 1.5 took the lead from the start but T. Bridger (Borgward Isabella) got past on Clearways on the third lap, with Alan Foster (M.G. Magnette) in close attendance. Bridger led all the way after that, but Grace and Foster had a thoroughly good race for second place with the former just having the edge on the Magnette after Foster was badly baulked by a tail-end on the last lap.

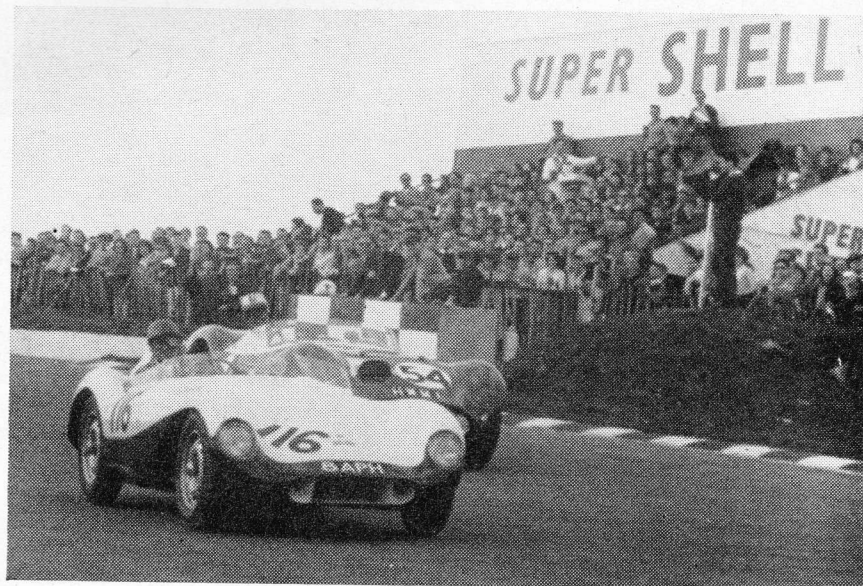
The J.A.P. race saw E. V. Koring (Smith) make no mistake. He took the lead on the first lap and never lost it, winning by a clear 7 secs. from N. Street (Kieft-J.A.P.). A jolly little battle raged for third spot, J. R. C. Mew (Cooper) holding it for most of the race. M. Trackman (J.B.S.) motored steadily through the field, however, and took Mew on the last lap to lead him in. Koring made fastest lap at 68.47 m.p.h.

Event six was a seven-lapper for sports cars up to 1,200 c.c., run in two classes for those up to and over 1,100 c.c.

Although the entry consisted predominantly of Lotuses, the spectators saw what is these days a most unusual sight: there was not a single Lotus in the first three places! M. B. McKee's Elva took the lead from the start, very closely followed C. H. Threlfall (Tojeiro) and A. V. Heggbourne (Cooper), the latter taking second place on the second lap and going into the lead on the fourth. Behind Threlfall, in third position, there was a gap of over 20 secs. before fourth man D. Pasterfield arrived in the first of the Lotuses.

After three laps, however, Threlfall spun off in an heroic manner at Bottom Bend, although he regained the course without having lost third spot. He was flagged off, however, apparently because he was spraying oil all over the places where oil should not be and this let Pasterfield up into third place so that a Lotus did, after all, appear in the results! Winner of the over 1,100 c.c. class was G. E. Holland-Martin (Lotus-Ford), who finished fifth overall. Fastest lap was

(Continued on page 534)



SMART Tojeiro-Bristol driven by Percy Crabb is about to lose a first-lap lead to the very fast H.W.M.-Jaguar of John Bekaert.

SO MUCH MORE VALUE



SO MUCH MORE
in mileage, silence and grip.

SO MUCH MORE
in cornering stability, even wear and
comfortable riding.

SO MUCH MORE
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THE
New DUNLOP
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J. D. MENZIES already leads the "Junior" five-hundreds in their seven-lap race as the cars pour into Paddock Bend for the first time. Menzies stayed in front all the way.

Brands Hatch—continued

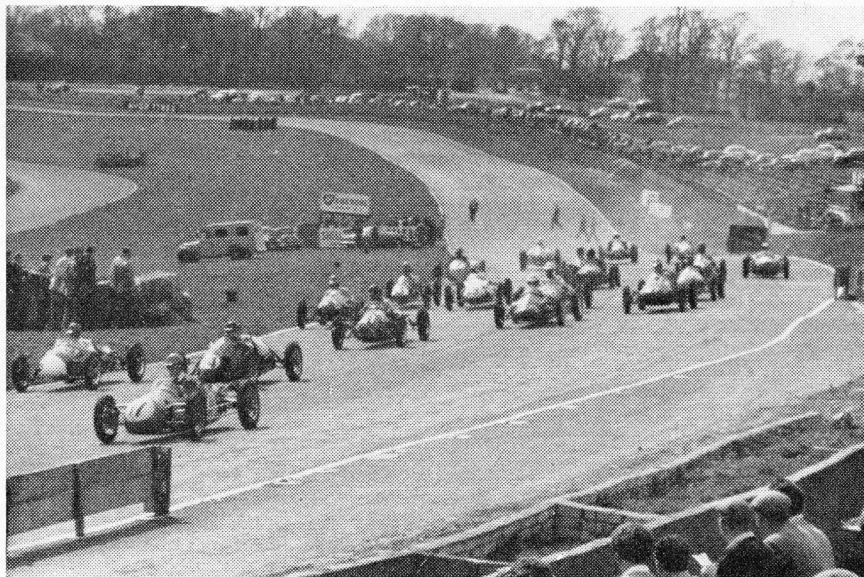
made by Hegbourne—a gentleman I have not seen previously but should like to see again.

Event seven brought out the big saloon cars for the third championship race of the day. This time the 1,600-2,700 c.c. and over 2,700 c.c. classes ran together. Tommy Sopwith took an immediate lead in the dark blue 3.4 Jaguar with D. G. Uren's 3.4 in second place. Sir Gawaine Baillie, driving the other Equipe Endeavour 3.4, was not entirely happy with a situation which left him in third place, however, and he proceeded to do something about it. His reward came on the fourth lap, by which time Sopwith was 13 secs. ahead of the field.

To conform with standard "E.E." practice, Sopwith slowed down and eventually Baillie caught him up, the two cars crossing the line almost together. D. G. Uren finished third, a long way in front of Jack Sears (A105) who led the smaller capacity class.

The senior Formula 3 race (for chaps who have been placed three times in the past two years) featured a small but select field. Don Parker took the lead at once, pulling out a respectable though never commanding lead over Gordon Jones (Cooper). Jones himself was always drawing further and further away from J. Pitcher (Cooper), who nevertheless finished third ahead of A. T. Skelton (Martin-Norton). Eventually Parker's Cooper crossed the line some 100 yards ahead of Jones, who was something like 10 secs. ahead of Pitcher.

Finale to what was, in all conscience, a short meeting (the last event started at 4.55 p.m.) was a seven-lap race for AUTOSPORT series-production sports car championship cars. This resulted in a really easy win for J. Dashwood in one of the very fast Le Mans-type Frazer-Nashes. He crossed the line almost a quarter of a minute ahead of the rest of



the field, after leading all the way—he was $3\frac{1}{2}$ secs. ahead after the first lap!

In second place throughout the race was H. R. Jones (A.C. Ace-Bristol), while third place went to I. H. S. Smith in a similar car. Smith took third spot on the first lap and held it for one more tour, but Graham Warner, in another of those smart black and white Chequered Flag Stable cars—this time an Austin-Healey—motored very quickly to take over on lap three. But Warner revolved on Clearways after an excess of exuberance on lap four and Smith came back. Warner dropped to eighth position as a result of his spin, and although he tore through the field there just weren't enough laps left, and he had to be content with fifth spot.

That was the end of a day of excellent motor racing—without fireworks, but all good clean fun which everyone enjoyed.

MARTYN WATKINS.

Results

Saloon Cars, up to 1,200 c.c.: 1, J. Sprinzel (Austin A35), 58.12 m.p.h.; 2, G. C. Shepherd (Austin A35); 3, P. D. Shanks (Austin A35). **Fastest lap:** Sprinzel, 59.52 m.p.h.

Junior Formula 3 Race: 1, J. D. Menzies (Petty-Norton), 68.23 m.p.h.; 2, A. V. C. Newton (Cooper-Norton); 3, S. Jensen (Flash Spl.). **Fastest lap:** Menzies, 69.97 m.p.h.

Sports Cars, over 1,200 c.c.: 1, J. Bekaert (H.W.M.-Jaguar), 69.44 m.p.h.; 2, P. R. Crabb (Tojeiro-Bristol); 3, G. Morgan (Lotus-Ford). **Fastest lap:** Bekaert, 71.31 m.p.h.

Saloon Cars, 1,200-1,600 c.c.: 1, T. Bridger (Borgward), 59.62 m.p.h.; 2, G. H. Grace (Riley 1.5); 3, A. T. Foster (M.G. Magnette). **Fastest lap:** Bridger, 60.82 m.p.h.

J.A.P. Race: 1, E. V. Koring (Smith 500), 67.05 m.p.h.; 2, N. Street (Kieft); 3, M. Trackman (J.B.S.). **Fastest lap:** Koring, 68.47 m.p.h.

Sports Cars, up to 1,100 c.c.: 1, A. V. Hegbourne (Cooper-Climax), 67.61 m.p.h.; 2, M. B. McKee (Elva-Climax); 3, D. Pasterfield (Lotus-Climax). **Fastest lap:** Hegbourne, 69.53 m.p.h.

1,100-1,200 c.c.: 1, G. E. Holland-Martin (Lotus-Ford); 2, R. Goodey (Lotus-Ford).

Saloon Cars, 1,600-2,700 c.c.: 1, J. G. S. Sears (Austin A105); 2, J. M. Uren (Ford Zephyr).

Over 2,700 c.c.: 1, T. E. B. Sopwith (Jaguar 3.4), 61.72 m.p.h.; 2, Sir Gawaine Baillie (Jaguar 3.4); 3, D. J. Uren (Jaguar 3.4). **Fastest lap:** Sopwith, 65.07 m.p.h.

Senior Formula 3 Race: 1, D. Parker (Cooper-Norton), 69.35 m.p.h.; 2, G. M. Jones (Cooper-Norton); 3, J. Pitcher (Cooper-Norton). **Fastest lap:** Parker, 72.47 m.p.h.

Series Production Sports Cars: 1, J. Dashwood (Frazer-Nash), 65.10 m.p.h.; 2, H. R. Jones (A.C. Ace-Bristol); 3, I. H. S. Smith (A.C. Ace-Bristol). **Fastest lap:** Dashwood, 67.03 m.p.h.

CATTERICK HILL-CLIMB

WATER running down part of the course and a fine layer of thin mud over most of it made conditions at Catterick on Easter Sunday as difficult as they have been for any of the speed hill-climbs organized by the Darlington and District Motor Club.

The surface of the half-mile climb was so slippery that no one was able to use all the power available and there were scores of slides and several 180-degree spins on the tricky hairpins.

Weight on the driving wheels and four-wheel independent suspension were clearly an advantage under these conditions, but it was nevertheless surprising that the best time of the day went to a Porsche—the Carrera driven by Gordon Durham—against opposition from such heavy metal as Frank Elliott's Lister-Bristol and 500 c.c. racing cars.

There were early fireworks as Phil Walton took up his Fiat 600-Abarth, upgraded a class because of the "mods.", to win the event for touring cars up to 1,300 c.c. His time of 50.8 seconds was faster even than the new $1\frac{1}{2}$ -litre Sunbeam Rapier driven by H. Brierley and

Ken Lee's Fiat 1100TV. Edgar Wadsworth's perennial Healey saloon took the next touring car event with a rapid run in 46 seconds dead and the Lancashire driver scored another success with his rapid red Denzel in the sports cars, up to 1,500 c.c., class after Durham, from the same class, collected the award for B.T.D.

The largest touring car class brought out interesting machinery in Arnold Burton's Facel Vega with its several hundred V-8 bred hairy horses from 5,800 c.c.s. With his tyres well down to compensate for wheelspin in the wet, Burton took the big car up in 46.2 seconds in spite of power slides.

Second fastest time of the day came from another Porsche—the 1600 Super driven by Chippie Stross, who was only .2 second behind Durham. He won the sports cars (up to two litres) class by nearly half a second.

Although the drivers of the faster sports and sports-racing machinery tried hard, the surface beat them and the best F. Harrison could do in his supercharged Ford special was 44.4 s. Keith Schellenberg took "The Whale"—the 8-litre Bentley—up in a deceptively slow-

looking run in 45.7 seconds to show what could be done with a really big car and Alan Ensoll's run in 45.4 seconds was neat with the C-type Jaguar.

There were some wild slides in the 500 c.c. racing car class, won by M. Graham (Cooper). Geoffrey Gartside spoilt two good runs with slides but still managed to clock 49.6 seconds—a good attempt for his second meeting with the car.

A very few minutes after the last climb was completed, full duplicated results sheets were available, giving every driver's time for both runs—a model of results efficiency copied from and equalled only by that of the B.A.R.C. Yorkshire Centre.

P.C.

Provisional Results

Best time of the day: G. Durham (Porsche Carrera), 43.8 s. **Touring cars, up to 1,000 c.c.:** G. Gartside (Morris 1000), 58.3 s. **Up to 1,300 c.c.:** P. G. Walton (Fiat 600-Abarth), 50.8 s. **Up to 2,500 c.c.:** E. B. Wadsworth (Healey), 46.0 s. **Over 2,500 c.c.:** A. J. Burton (Facel Vega), 46.2 s. **Sports cars, up to 1,100 c.c.:** W. D. Needham (Austin Spl.), 51.0 s. **Up to 1,500 c.c.:** E. B. Wadsworth (Denzel), 45.8 s. **Up to 2,000 c.c.:** L. S. Stross (Porsche 1600 Super), 44.0 s. **Over 2,000 c.c.:** M. J. L. Brook (Austin-Healey 100-6), 44.2 s.

Racing cars, up to 500 c.c.: M. C. Graham (Cooper-Norton), 46.9 s. **Over 500 c.c. and Formula Libre:** F. Harrison (F.H.N. Special), 44.4 s.

CORRESPONDENCE

Formula 1 Racing

RECENT correspondence on the subject of Formula 1 suggests that there is much to be said for both present-day and pre-war Grand Prix racing. Mr. John Bolster is, I think, quite correct in stating that it is economically impossible to expect firms to construct and race highly supercharged bolides of the W125 Mercedes-Benz class today, and it must in any case be admitted that an unsupercharged, non-alcohol formula is more likely to benefit touring car engine design than regulations which encourage two-stage supercharging and fuel of the "liquid-dynamite" variety.

On the other hand, there is little doubt that today's formula cars, despite their magnificent handling qualities, lack the sheer speed and power, and therefore the spectator appeal, of the classic machines of yesteryear.

The number of large-engined sports cars which ran in sports car events last season, however, suggests that the construction and racing of a big unblown engine is quite a feasible proposition, and the utilization of a larger engine is probably a cheaper way of obtaining more power than undertaking the intensive development of a small capacity unit.

A possible compromise for a future formula might then be to ban (a) the blower, and (b) alcohol, with a view to assisting in the development of engines for bread-and-butter cars and also of keeping costs down, but to place no other restrictions on the manufacturer whatsoever, thus encouraging the use of big unblown engines which would surely provide all the speed and spectacle anybody could wish for, and at the same time stimulating further research and advancement in the field of chassis design. An important point, of course, is that such regulations would also admit turbine-engined cars. An additional stipulation might lay down a minimum distance of 500 kilometres for Grande Epreuves to guard against any tendency to build small, ultra-lightweight cars.

I do not doubt that a number of drawbacks can be found to my proposals, but it seems to me that they might at least please some of the people some of the time!

BROMLEY, KENT.

RODNEY STEEL.

IT has become apparent from J.V.B.'s articles and the ensuing correspondence that, with the banning of alcohol fuels, the G.P. car is no longer used for research into racing car design, but has degenerated into nothing more than a medium for the advertisement of commercial commodities available to the general public; a role amply fulfilled by the sports car with its numerous classes and events.

Although I deplore the commercial interests that are behind the banning of alcohol, I regard the ban as an inexcusable added risk to the safety of those driving. Our good friend J.V.B. tells us that the modern G.P. engine no longer requires the internal cooling effects of alcohol. I sincerely hope he is right. The indisputable fact remains, however, that every I.C. engine is less liable to suffer mechanical breakdown when using alcohol or petrol-alcohol blends. Thus we now have a state of affairs where drivers are faced with the additional risk of a crash resulting from sudden serious engine failure directly attributable to the use of petrol.

Once again, had I built a team of G.P. cars I would no more permit my drivers to race on petrol than I would allow them to do so on standard tyres should the manufacturers insist upon their use.

LONDON, S.E.7.

JOSEPH BAYLEY.

Goggomobil Road Test

FURTHER to the excellent report by John Bolster of 14th February, we would like to draw attention to one or two points which are not quite accurate.

The proper definition of the model in question is a TS300 Fixed Head Coupé. The body is in fact bolted to the chassis, thus forming part of the stressing of the whole car.

Reverse gear is released by disengaging the clutch and then moving the lever into first gear position, with a slight extra pressure into the corner, and then if neutral is required, returning into neutral position.

LONDON, S.W.7.

W. S. ROBERTSON,
GOGGOMOBIL, LTD.

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



OVER TO John Arlott



An hour to go before my next commentary.
Time to enjoy a pipe of St. Bruno . . .

the only tobacco which really satisfies me.



St. Bruno has a very special flavour that I do enjoy. Yes, St. Bruno is a companionable tobacco . . . slow burning and satisfying.

You're bound to like

ST BRUNO

The most popular flake of all

4/6 an ounce

Club News

By MARTYN WATKINS

IT seems that I have caused no end of consternation by being a little more rude than I meant to about the **East Surrey M.C.** "Martini Rally" which was held a few weeks ago. I carped a little about the accuracy of some of the references and everyone seems to be very hurt and thoroughly alarmed.

Perhaps it will help if I say that this was only my opinion—and that does not mean, necessarily, that it was so, nor does it mean that it was not a good event. Far from it. It was a good event which I thoroughly enjoyed and if you didn't take part then you missed a very well-run affair which I look forward to enjoying again next year.

The other thing I don't want to do is to put people off having a go next time—you go right ahead and do that. All the sections were interesting, the schedules were tight enough to keep both driver and navigator fully occupied and organization and controls and supper stops were top-notch. And something I really did like—I'm not sure if I mentioned it before or not—was the way in which the route was kept clear of towns, with not a single route check or control in a built-up area.

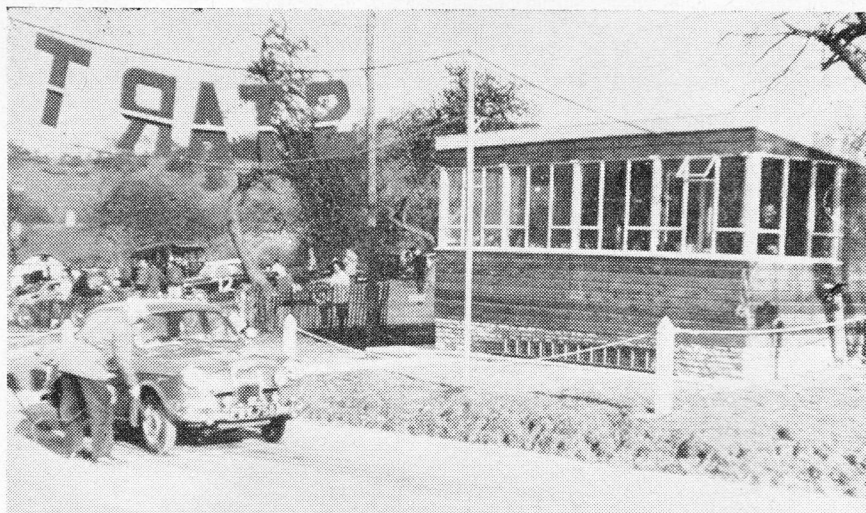
Sorry, E.S.M.C., if I didn't make myself clear before—I hope this clears the air a little!

THE **Lea-Francis O.C.** is compiling a spares register for the owners of vintage Leafs—or Leaves. Anyone having spares for these cars who wants to sell any of them to give another chap a hand will receive a warm welcome if he likes to send a list to P. W. Pringle, 71 Old Street, Ludlow, Shropshire. He's the man you ought to ask if you want any parts—and please send him a stamped addressed envelope. Finally, the club holds its annual general meeting on 26th April, at 7.30 p.m., at 5 Hans Place, London, S.W.1.

WEST MIDLANDS branch of the **Triumph Sports Owners' Association** is running an unusual type of event in their "Petit Rallye Gastronomique" on 30th April. The event consists of an evening run to an hotel, where a fish course will be served, then on to another hotel where the main dish follows, the meal ending with sweets and coffee. Ample time will be allowed, so that it won't be so indigestible as it sounds, and the point is that you won't be told what you have eaten or drunk: the person who most correctly identifies the dishes will be the winner. Incidentally, the entry fee includes the cost of the repast. All very intriguing.

A LETTER from the **Fiat 500 Club** seems to clarify the position about the **Fiat Car Club**. It seems, briefly, that pending reorganization, activities of the northern branch of the Fiat 500/600 Club are temporarily suspended—there is no connection between this club and the Fiat C.C.

SURREY SPORTING M.C. is running its "sporting sortie" on the 10th-11th May, a rally of about 220 miles to which



NEW AT PRESCOTT: The Ken Wharton Memorial timing hut now graces the start area and was used for the first time at the B.O.C. members' testing week-end. Riley on the line is that of K. Faire.

the following clubs are invited: Healey D.C., Guildford M.C., Horsham and D.M.C., Cranleigh and D.M.C., London M.C., Seven-Fifty M.C., Tunbridge Wells M.C., B.R.S.C.C., Hants and Berks M.C., B.A.R.C., Mid-Thames M.C. and East Surrey M.C. Regs. are available from G. E. Williamson, 49 Chart Lane, Reigate, Surrey. . . . **Aintree Circuit Club** started organizing its practice sessions on 22nd April—2.5 p.m. and 6-8 p.m.—and

month of May include a visit from Stuart Seager on 1st, a closed evening rally on 8th and a bash at the Snetterton sprint they are running on 25th. Regs for this event are available from M. A. Pratt, 57 Squirrels Heath Road, Harold Wood, Essex, entries closing on 18th May. Invited clubs are East Anglian M.C., M.G.C.C., Peterborough M.C., Seven-Fifty M.C., West Essex C.C., Billericay M.C., Sporting C.C. of Norfolk, North London E.C.C., Marconi A.C., Eastern Counties M.C., Cambridge University A.C., and Snetterton M.R.C. . . . **Harrow C.C.** has a change of venue for its noggins and natter on 1st May: it will be held at the Sudbury Arms Hotel, Sudbury Heights Avenue, Greenford—and not at the Red Lion, Radlett. . . . **250 M.R.C.** hold a hill-climb at Stapleford on 25th May, invited clubs being Seven-Fifty M.C., Club Lotus, West Essex C.C., N.L.E.C.C., Bugatti O.C., B.R.S.C.C., A.M.O.C., Marconi A.C., Ford S.C., Gosport M.C., and Jaguar D.C. Entries close on 20th May and go to the Competitions Secretary, Hollywood Arms, 45 Hollywood Road, London, S.W.10. . . . The **Timber Trades M.C.** has just received R.A.C. recognition and also holds a closed "sapling rally" on 27th April. . . . Regs are available for the **Eastern Counties M.C.** rally on 10th-11th May and entries close on 3rd May. Invited clubs are T.E.A.C., Sporting C.C. of Norfolk, Gt. Yarmouth and Lowestoft M.C., Kings Lynn and D.M.C., Old Culfordians M.C., Marconi A.C., Romford E.C.C., M.G.C.C., Forst Sports M.C., B.A.R.C., London M.C., Cambridge 50 M.C., and West Essex C.C. Secretary of the rally is T. L. V. Brown, Red House Farm, Dennington, Woodbridge, Suffolk. . . . **B.R.S.C.C.** and **Louth and D.M.C.C.** run a combined race meeting at Cadwell Park on 26th May for motor-cycles and 500 c.c. racing cars. . . . **Forces M.C.** (London Group) hold the group annual general meeting on 5th May at the headquarters, Queen Victoria's Rifles, 56 Davies Street, London, W.1, starting at 7.30 p.m. . . . **Shenstone and D.C.C.** hold a "Little Rally" on 17th May, a closed event for which entries close on 12th May and go to M. F. Finnemore, 3 High Street, Sutton Coldfield. . . . **Lindsey A.C.** hold their "Isle of Axholme Rally" on 26th

Coming Attractions

April 26th. B.A.R.C. Race Meeting, Goodwood, nr. Chichester, Sussex.

April 27th. Naples G.P. (S, T). Lagonda Club/A.C.O.C. Sprint, Brands Hatch, near Farningham, Kent.

Gosport A.C. Speed Trials, Eastney, Portsmouth.

May 3rd. "Daily Express" International Trophy Race Meeting, Silverstone, near Towcester, Northants. Start, 10.15 a.m.

May 4th. Mont Parnese International Hill-Climb, Greece.

May 10th. Maidstone and Mid-Kent M.C. National Race Meeting, Silverstone, near Towcester, Northants.

May 11th. B.R.S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leics. Start, 1.30 p.m. Mid-Surrey C.C. Sprint, Brands Hatch, near Farningham, Kent. B.A.R.C. Autocross, Dean Farm, Fareham, Hants.

these go on, now, every Tuesday until October. The club has for hire to members a Ford-engined Cooper sports car and, with R.A.C. affiliation now obtained, the club hopes to run its own race meetings. Members do, of course, batter round in their own machinery and it does sound tremendous fun. . . . Entries close on 3rd May for the **Forces M.C.** "Spring Cup Rally", to be held on 11th May. Regs are now available from A. W. G. Abel, 154 Poverest Road, Petts Wood, Kent, and invited clubs are East Surrey M.C., Guildford M.C., B.P.C.C., Mid-Thames M.C., Singer O.C., Blackfriars M.C., Marconi A.C., Per Ardua M.C., and West Sussex M.C. . . . **Romford Enthusiasts C.C.** plans for the merry

April. . . **Jaguar D.C.** holds a hill-climb at Harleyford on 27th April. . . **Waterloo and D.M.C.** holds a closed rally on 18th May, a closed event starting at Formby. . . Next two events for **Hastings, St. Leonards and East Sussex C.C.** are a closed rally on 18th May and a closed gymkhana on 29th June. . . Regulations are available for the **Chester M.C.** Martini rally to be held on 10th-11th May. Invited clubs—deep breath—are **B.A.R.C.**, **Bolton-le-Moors**, **Broughton and Bretton**, **Caernarvonshire** and **Anglesey**, **Cavendish**, **Congleton** and **District**, **East Surrey**, **Fylde Motor Sport Group**, **Lancashire A.C.**, **Lancs** and **Cheshire**, **Liverpool**, **Manchester University M.C.**, **M.G.C.C.**, **Mid-Cheshire M.C.**, **Nantwich** and **District**, **North Staffs**, **North Eastern and Cumberland Association**, **Oswestry** and **District**, **R.A.F.A.M.C.**, **Rhyl** and **District**, **Riley**, **Severn Valley**, **Warrington** and **District**, **Wirral 100**, and **Glossop** and **District**. Entries close on 3rd May and go to **M. N. Whelan**, 13 Maytree Avenue, Vicars Cross, Chester.

CHILTONIANS DINE

SPEECHMAKERS could scarcely totter to their feet, so well fed were they at the recent annual dinner-dance of the Chiltern Car Club, held at the Bell House Hotel, Beaconsfield. Instead of the usual toast to "The Club", **Paul Treadgold**, the club chairman, proposed a toast to the president, the reply being made by the club president himself, **Viscount Curzon**. **Air Vice-Marshal Don (Fairthorpe) Bennett** proposed the toast to the guests, amongst whom were **Peter Whitehead**,

AUTOSPORT's Stuart Seager, and **Mr. Holt**, Member of Parliament for Shrewsbury. The reply was made by the evening's Guest of Honour, **Marcus Chambers**, **B.M.C.** Competitions Manager.

RHYL AND DISTRICT MOTOR CLUB

THE "Rali Gogledd Cymru", which started from Rhyl and Queensferry at 8 p.m. on 12th April, can be considered one of the best rallies that has been held in the district for a number of years. The entry of 42 was a very nice number, easily managed and allowing a start at two minute intervals; the roads were all good and the competitors were, with very few exceptions, able to go around the course and finish up with a loss of comparatively few marks and yet at the finish there were only three clear sheets. The night was fine and clear, the roads were dry and conditions ideal for rallying. At the halfway halt at the Crossways Garage, Caersws, there were nine clean sheets. This was to be expected, because the organizers had put in some fairly simple sections in the first half. In the second half, however, there were finer, tighter navigational sections which did indeed sort out the field.

There were no serious incidents. **Ted Lambert** had his steering come adrift as a result of taking a hump in the road and as a consequence his car turned over, without injury to the occupants.

With three clean sheets it was necessary to decide the winner by a test which was held on the parade ground at **Kinmel Bay Camp**, an ideally situated position,

very safe and with a good hard surface; here again the weather was exceptionally kind, beautiful sunshine and everybody very happy.

Results

Premier Award: E. Mather. **Best Performance in the Opposite Classes:** D. Masters, T. Gold, Llew Jones. **Best Rhyl and D.M.C. Member:** D. Masters. **First-Class Awards:** W. Rowlands; A. Pontin; Mrs. Beaumont; J. Fielding. **Team Award:** T. A. Gold, A. Newsham, S. G. Dyke.

M.M.E.C. CAMBRIAN RALLY

EXCELLENT driving in the final tests brought victory to **T. Baker** (Austin A35), of the organizing club, in the annual Cambrian Rally of the Midlands M.E.C. recently. Baker was one of only five drivers who finished the road section, of some 200 miles night driving, mostly in Wales, and another 50 miles in the Midlands in daylight, without loss of marks. Then, despite opposition from **Ian McLaughlin** (Triumph), **Mrs. Pauline Mayman** (Morgan), **Rolf White** (Victor) and **A. D. Winzor** (Magnette), the others who finished "clean", he put up the fastest time in two of the three tests, and lost time on the other when his engine stalled.

The road section started at midnight on Friday from **Lowsonford**, **Warwickshire**, where the navigators, as their cars started were handed the route cards bearing an awesome number of map references.

It was, however, all straightforward, with the sections confined to well-surfaced roads, and the more experienced crews found little difficulty in maintaining the 30 m.p.h. average and finding the controls.

(Continued overleaf)

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Cambrian Rally—continued

Early morning saw the convoy in Wales, where they began the almost inevitable "London type" section, with the navigators provided with a map marked with the controls at which they had to report.

High ground was covered, but it was a fine night, and those who went astray had really only themselves to blame. Four retired, however, and penalty marks mounted.

At the breakfast halt, back at Lowsonford once again, five navigators were deserving of congratulations, and then it was all up to the drivers, for the morning section was by route directions and called for no map reading; and the average speed was an easy 20 m.p.h.

The first test was at Budbrooke Barracks where the cars started between two pylons, swung round to circle behind the starting point, and then dashed through a wiggle-woggle of pylons to stop astride a line, and then reverse back the way they had come.

Baker was quickest with 37.2 secs., experiencing little difficulty in swinging the Austin between the markers, particularly on reverse, and second came Frank Grounds who, however, had been penalized on the road sections, with 37.4 secs.

The second test, at Honeybourne, was a short sprint, enlivened by a stop-reverse-and-start in the middle, and Baker dropped back in position through his engine stopping mid-way through the test. Even so, he was only 1.5 secs. slower than Mrs. Pauline Mayman, and 1.4 secs. slower than McLaughlin, who took over the lead.

Alongside, the third and final test had been laid out, one of sheer handling ability. It consisted of three "garages" with drivers required to reverse into two, and drive into the other, in any order and in any way they liked.

A pylon in the middle restricted the area still further, and it was neatness which gave Baker the very good time of 21.3 secs., with Grounds second fastest with 23.4 secs.

In addition to the Cambrian Trophy, Baker won the special award for the best performance in the driving tests.

Results

Cambrian Trophy for Best Performance: T. Baker (Austin). **Committee Cup:** I. B. McLaughlin (Triumph).

Class Awards: A. D. Newman (Volkswagen); Mrs. L. Grounds (Morris Minor); Rolf White (Vauxhall Victor); Mrs. P. Mayman (Morgan). **Special Test Award:** Baker.

S.W.A.C. CASTEL HILL CLIMB

ON Bank Holiday, the South Wales

Automobile Club held another of their popular hill-climbs, at Castel Hill, situated on the fringe of the Welsh mountains near Bridgend, Glamorgan. Starting off on a fairly gentle gradient, the course climbs straight for a considerable distance, allowing the faster boys to reach speeds in the 80s. There are, however, certain undulations on the straight which caused some of the faster saloon types to make "head contact" with the roof! A tricky right-hander follows the straight, a short sprint up to a sharp left-hander, with the finishing line immediately afterwards. Not much room to play about in, definitely a "driver's course".

This year the club allowed racing cars to run for the first time, and the two most expensive ones got a trifle bent in the process.

Class I, for racing cars up to 1,100 c.c., opened proceedings, though G. H. Keylock's Cooper stayed in the paddock with clutch trouble. P. J. Gaskell and P. H. S. Cottrell, both driving Coopers, climbed in the 30 secs. mark. J. K. Pickett's Lotus, though outclassed, was very well handled through the corners. Fireworks came with the bigger racing cars, for Keylock's very attractive blue Cooper-Bristol came up the lower slopes at a tremendous rate, and fairly skated through the first bend. Oversliding on to the outer verge, the car then shot across the road and got its offside wheels into a shallow ditch. This brought it up against a very solid earth bank, interlaced with large lumps of Welsh granite, and the car, resisting the temptation to turn end over end, travelled for quite a distance in the ditch, before coming to rest with a broken track-rod and sundry modifications to the front suspension. No personal injury to Mr. Keylock.

M. G. Parker, who was also secretary of the meeting, drove a very nice C-type Jaguar with verve, rousing the echoes around the hills with his exhaust, and getting through the corners very rapidly in 31.1 secs. on his first run. T. J. Williams's red Allard was driven with great determination, and was one of the fastest on the lower slopes, with 30.6 secs., narrowly beating J. P. G. Horton's Connaught, which climbed in 30.9 secs.

Then M. Hatton's Cooper 1100 came up at a fantastic speed, the driver working hard on the wheel, and giving the crowd plenty for their money. Result: 28.5 secs., and a new course record.

J. G. Tallis's silver Lotus locked an

offside front wheel on braking for the first corner, and slid into the bank head on. The car climbed high enough to make cameramen and marshals, apparently in a safe spot, take off with great rapidity!

Of a bunch of TR2s, that of D. F. Evans was driven very fast through the corners, to record 33.5 secs., and P. H. Cottrell's Lotus-Bristol fairly shattered the echoes and did a rapid 31 secs. Pride of class place went to Randall's blue Lister-Bristol, with a really rousing exhaust note, not unlike the old B.R.M., which climbed in 30.4 secs.

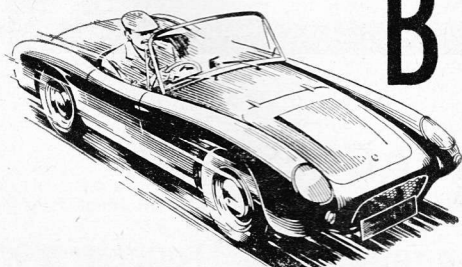
Of the big sports cars, Parker's C-type got down to 30 secs. flat and T. J. Williams made a determined effort to beat this with his Allard. However, he left his braking too late, and the tail came round, with no possible hope of stopping. The car then went into the bank on the outside approach to the corner, broadside on, and aviated smartly, fortunately without turning over. M. J. Bradley hurled vast quantities of thundering 4½ Bentley around, with a very creditable 33.5 secs.

Of the saloons, Atkinson's Austin A35 lifted its inside wheels and was well handled, while G. G. L. Thomas, sharing the same car, tied with L. C. Manifold's Volkswagen on all its runs. On a re-run, to decide the class placing, these gentlemen tied yet again, and the organizers, feeling that this could have gone on happening all night, decided to call it a day! T. Pascoe's Porsche had so much speed on the straights that he was able to take the corners gently, but the Fords of H. J. Crates and R. G. Phillips were on the absolute limit, with plenty of daylight showing under the wheels.

Second runs brought some fractional improvements to times. In the racing cars, however, Parker exactly equalled his first time. J. P. G. Horton took his Connaught up very smartly, then, putting his foot down a trifle too hard after the finish, where the road peters out into a field, went rather expensively into a dry-stone wall, which showed a tendency to collapse round his ears as the tail made contact! Once again no personal injury, except the odd bruises.

Hatton's Cooper made another terrific run, equalling his record of 28.5 secs., giving an exhibition of the "elbows working like pistons" phrase. Cottrell's Lotus-Bristol had wheel patter braking for the top corner, and T. J. Williams made no further mistakes with the J2 Allard, driving in masterful fashion. No further

(Continued on page 544)



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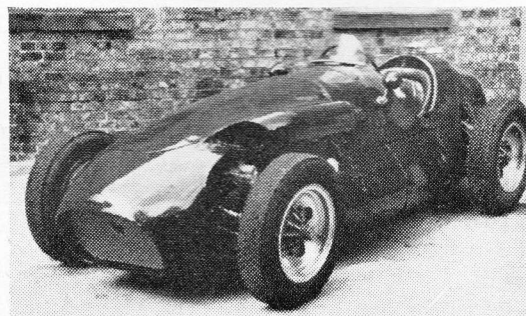
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Castel Hill Climb—continued

alarms and excursions disturbed the organizers, and most of the saloon cars improved on their first times.

A pleasant and well run meeting, despite the efforts of a biting Easter wind to dampen enthusiasm. It is to be hoped that the excitements among the racing cars will not deter the club from including these classes at future meetings. Results were published in last week's issue.

A. HOLLISTER.

LOTHIAN CAR CLUB SPRINT WINFIELD, 20th APRIL

THE first speed event of the Scottish season brings out the "boys" eager for the fray, and at the Lothian Car Club's sprint at Winfield last Sunday (20th April) there was sometimes a little too much enthusiasm shown. In the practice sessions, Denys Dobbie, secretary of the Ecurie Ecosse Association, shot through the bales at the chicane with his Triumph—a move which Jimmy Clark emulated by going through the same place, backwards, in a Porsche Super. Tom Dickson slid into a fence post and bent his Lotus badly, and then, in the meeting, Steel's Lotus-Climax went foraging in the grass and discovered a boulder which weighed all of six hundredweights—it didn't do the front end of the Lotus much good either. At the same corner Andrew Cowan slithered his Sunbeam Rapier almost into the fence. Apart from this excitement for the spectators, there was some disappointment at the non-arrival of the Border Reivers D-type Jaguar which was favourite to win. It appears that the car had broken its gearbox the previous week-end, and a replacement had not arrived. As it turned out, Frank Elliot

had a fairly easy time in recording fastest time of the day with his Lister-Bristol though both Jimmy Steel (Lotus-Climax) and Jimmy Clark (Porsche) came respectably close. Clark's driving of the Porsche gets better and better, while his handling of the Border Reivers D-type at Full Sutton recently—the first time he had ever driven it—was commented upon in AUTOSPORT a few weeks ago. There is no doubt that this young farmer is going places.

In the small saloon classes, Gray's Elva-modified Ford Anglia proved faster by almost a second than McCaig's Aquaplane modified car with Donald's similar Anglia third.

Elliot won the 2-litre sports class with ease from Steel's Lotus and Clark's Triumph, while Clark and Scott Watson

sharing the Porsche Super were well ahead of Mickel's A.C. Aceca-Bristol in the saloon class.

Elliot won the big sports car class, and the large saloon class saw a complete Jaguar domination with first five places being taken by an XK 150, XK 140, 3.4, 2.4 and Mark VII, all ahead of a 219 Mercedes and an Austin A105.

The unlimited class found Elliot once again winning from Clark's Porsche and Thomson's Austin-Healey 100S.

Results

F.T.D.: F. Elliot (Lister-Bristol), 45.4. **Class 1, Open:** J. Steel (Lotus-Climax), 49.0. **Class 2, Closed:** R. M. Gray (Ford Anglia), 58.8. **Class 2, Open:** F. Elliot (Lister-Bristol), 45.5. **Class 2, Closed:** J. Clark (Porsche), 47.1. **Class 3, Open:** F. Elliot (Lister-Bristol), 47.1. **Class 3, Closed:** W. Potts (Jaguar XK 150), 49.4. **Unlimited Class:** F. Elliot (Lister-Bristol), 45.4.

LIVERPOOL M.C. EASTER MONDAY DRIVING TESTS

FIFTY-TWO cars competed in the closed-to-members driving tests held at the Dunlop rubber factory, Speke—a record entry for a "club test". The tests themselves, so we are advised by more experienced competitors, were the "best ever". It takes a little time to get 52 cars through these tests, and there is inevitably some waiting around, but that, said one driver, is the "penalty of fame".

The event, very closely contested, was won by W. B. Holland from A. Newsham, both driving TR3s, by the time of 0.3 of a second. A very neat performance was made by John Moores in his pre-war Triumph—it was, however, not quite fast enough, although he beat many post-war cars. Another very creditable and tidy drive was by Shirley Ryder in her Fiat 600 to win the Ladies' Prize against much heavier metal.

The efficient and smooth organization

was a credit to the secretary of the meeting, Ted Laughton, clerk of the course, Keith Moore, and the indispensable marshals and helpers. Fully detailed results were ready, thanks to Peter Torpey, a few minutes after the event finished.

Results

Outright Winner: W. B. Holland (TR3). **Fastest Saloon:** P. A. Bernie (A35). **Saloons, up to 1,000 c.c.:** A. King (A35). **Saloons, over 1,000 c.c.:** A. H. Hill (Anglia). **Open, to 1,500 c.c.:** T. A. Royle (M.G.). **Open, over 1,500 c.c.:** A. Newsham (TR3). **Ladies' Award:** Miss S. Ryder (Fiat). **Novice:** P. R. Ashcroft (Anglia).

Recent Results

LONDON M.C.

Coventry Cup, 30th March

Coventry Cup: F. T. Lewis. **First Class Awards:** E. J. Chandler, R. Kemp, M. H. Lawson. **Second Class Awards:** R. W. Faulkner, M. Cannon.

FARNBOROUGH DISTRICT M.C.

Point-to-Point, 20th April

1, D. L. C. Ivil (Morris); 2, P. Burch (Standard); 3, B. J. Hughes (Austin). **Ladies' Award:** Mrs. D. Trent (Jaguar).

Classified Advertisements—continued

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