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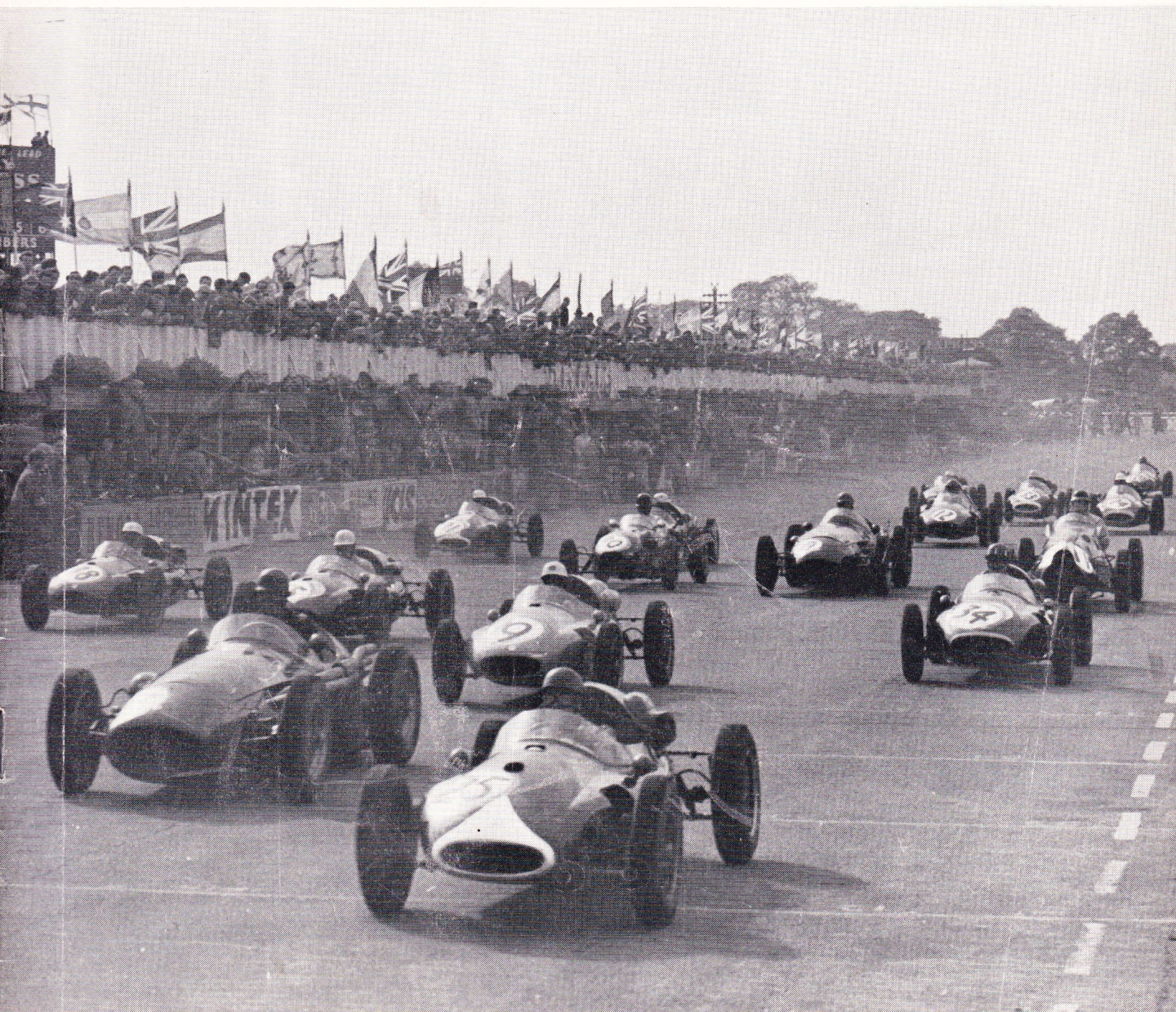
MAY 2, 1958

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EVERY FRIDAY
Vol. 16 No. 18

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

SILVERSTONE PREVIEW : JOHN BOLSTER TRIES A POST-VINTAGE THOROUGHbred
CLUB MEETINGS AT GOODWOOD AND CHARTERHALL : THE 1958 ELVA

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 16 No. 18

May 2, 1958

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EDITORIAL

A TOUGH TULIP

AT the time of going to press, it seems that the International Tulip Rally has regained its status as a truly testing event, in the traditions set by the Rallies of 1953 and 1954. Severe weather conditions have helped, but the route and the tests have between them given the 213 starters plenty to keep them busy. Less than a third of the entry have been unpenalized on the road and nearly another third have retired for one reason or another. The "Tulip" has always been one of the most enjoyable of the Continental Rallies, for it is really well organized and the Dutch are renowned for their friendliness and hospitality. It was unfortunate that last year's event was robbed of its value by the restrictions incurred by the Suez crisis, but the R.A.C. West, of Holland, has more than made up for the loss by producing a worthy contest this year.

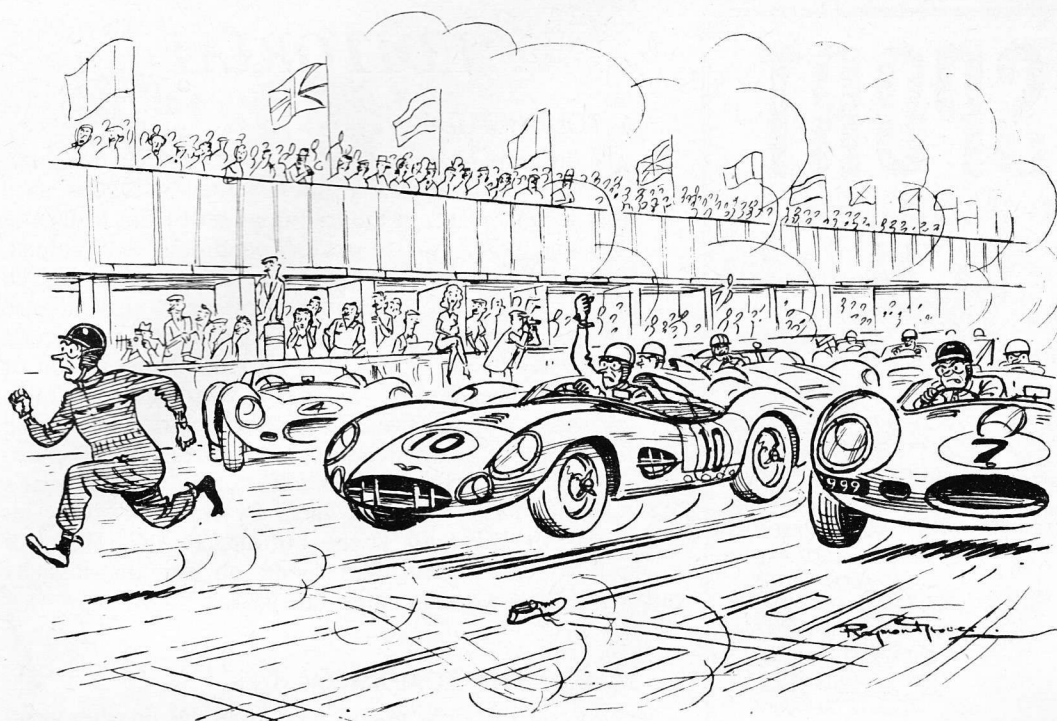
SILVERSTONE TOMORROW

ONE of Britain's major race meetings in the International Calendar takes place at Silverstone tomorrow: the *Daily Express* Trophy Meeting. There are very few races for Formula 1 cars run during the year in this country and only the British Grand Prix is a *Grande Épreuve* counting for the World Championship; it is therefore inevitable that the entry for this race will not be fully representative of the world's leading cars and drivers. However, it will still be a most exciting one with no shortage of talent. "Full-size" works Formula 1 cars will be limited to two B.R.M.s and a Ferrari, but they are to be driven by Jean Behra, Harry Shell and Peter Collins respectively, which should be a guarantee of real motor racing. The B.R.M.s have been still further modified since last season, and once more our good wishes go with them. They will, however, receive the strongest opposition from the still-novel "giant-killers": the diminutive Coopers—and now Lotuses as well—with 2.2-litre Coventry-Climax engines. Hot favourite amongst them is, of course, Stirling Moss in the remarkably successful Rob Walker car, and others driving these remarkable little bolides include Roy Salvadori, Jack Brabham, Maurice Trintignant, Graham Hill and Cliff Allison, plus Bob Gerard in his own variation on the Cooper theme. Backed up by Masten Gregory, Wolfgang Seidel, Joakim Bonnier, Bruce Halford and others in privately entered F1 cars, plus a flock of F2 machines, the race is by no means a foregone conclusion, and it would be a courageous prophet who would predict the winner. And this is only one race out of a packed day's programme of equally exciting events.

OUR COVER PICTURE

ALL ROADS lead to Silverstone on Saturday for the International Trophy Meeting, a preview of which is included in this issue. Pictured as they leave the grid at the start of last year's main race are some of the contenders for the International Trophy, including Coopers, a Maserati, a Lotus and a Cooper-Bristol.

PIT and Paddock



APOLOGIES to Jack Davis, referred to last week, who has joined the technical staff of Girling, *not* Mintex.

IVOR BUEB has acquired his new F2 Lotus just in time for Silverstone. This is the first one to be delivered to a private owner.

JEAN BEHRA's Lister-Jaguar in the big sports car race at Silverstone is the car which Archie Scott-Brown drove in New Zealand during the winter.

INNES IRELAND has been test-driving an Ecurie Ecosse Lister-Jaguar at Silverstone recently, recording a lap time of 1 min. 50.8 secs.

PHILIP SCRAGG has acquired Michael Christie's Cooper-J.A.P. 1,100 c.c. twin, and will be competing with it in this year's Hill-Climb Championship. Quite a change from the H.W.M.-Jaguar!

BRIAN NAYLOR is expected to stay in hospital for another week, recovering from his spectacular crash at Aintree a fortnight ago. His Cooper is apparently not seriously bent.

A HUNDRED laps will be covered by cars competing at the B.R.S.C.C. race meeting at Brands Hatch on 18th May. Apart from events for F2, F3 and sports cars, there will be three 10-lap races for touring cars, qualifying for the B.R.C.C. Saloon Car Championship, an event which is becoming increasingly popular. Prize money at this meeting will total some £500.

SIMCA prices in this country have been increased slightly, the popular Aronde "Elysée" now costing £899 17s. instead of £889 7s. However, a new, cheaper version is now available, known as the Aronde "1300", which will be mechanically the same as the Elysée, but will have less of the luxury features. Still with a claimed top speed of 83 m.p.h., this car will sell at £799 7s., including P.T.

IT appears that the F2 Cooper that Harry Shell drove in the Aintree "200" was, in fact, owned by Allan Brown, not the Owen organization as we stated in our report. The car completed the race without a pit stop.

JOHAN DALTON will be driving a Speedwell A35 at the Mallory Park meeting on 11th May. He will be co-driving his DB3S Aston Martin at Le Mans this year with Frenchman Jean Kerguen, who won the 3-litre class last year.

PARTS of the Electron Minor and the Electron are now available for home construction. Prices: Electron Minor, £425; Electron, £699. The prices for the assembled cars are: Electron Minor, £719 17s.; Electron, £1,154 17s.



CHAMPAGNE in large quantities would be required to fill the Dewar Trophy, just awarded to Dunlops by the R.A.C. Here are Wilfrid Andrews (right), R.A.C. Chairman, and G. E. Beharrel, after the presentation.

JEAN BEHRA will probably be driving the first of the 1958 B.R.M.s at Silverstone tomorrow.

RAYMOND MAYS Conversions for the Ford Zephyr and Zodiac are now £15 cheaper, the price being reduced from £135 to £120.

LAST Monday Stirling Moss took the new Vanwall out at Silverstone. He made several laps of 1 min. 40 secs. and eventually returned a time of 1 min. 39 secs., 106.4 m.p.h. That is 3 secs. faster than Jean Behra's record of 103.3 m.p.h. which he set up in a B.R.M. The new Vanwall shows very little difference externally from the 1957 cars but is about 1 cwt. lighter.

DEWAR TROPHY PRESENTED TO DUNLOPS

AT a luncheon given in the R.A.C. on 17th April, Mr. Wilfrid Andrews presented Mr. G. E. Beharrel, Chairman of the Dunlop Rubber Co., Ltd., with the Dewar Trophy. This award was for technical achievements relating to the disc brake, and for the special tyres evolved for the M.G. record-breaking foray at Bonneville. This is the first time the Trophy has been awarded since 1952, when it went to the Rootes Group for their Sunbeam-Talbot successes in the "Alpine".

Amongst the guests present were Lord Brabazon of Tara, Lord Waleran, Sir George Beharrel, Mr. John Thornley and Capt. George Eyston. Members of the daily press included Tom Wisdom (*Daily Herald*), Alan Chadwick (*Coventry Evening Telegraph*), Jack Hay (*Birmingham Post*), Alan Brinton (*News Chronicle*), Courtenay Edwards (*Daily Mail*), Laurence Cade (*The Star*), and J. N. Bennett (*Sporting Life*). The motoring press was represented by Christopher Jennings (*The Motor*), Maurice Smith (*The Autocar*), and Gregor Grant (*AUTOSPORT*). Also present were several executives of the Dunlop Rubber Co., Ltd.

SPORTS NEWS

THE EUROPEAN RALLY CHAMPIONSHIP

THE rules for the 1958 Championship show certain small but very significant changes.

The revised scoring system introduced in 1957 has been retained and points are won as under:

Position of car	1st	2nd	3rd	4th	5th
GENERAL CLASSIFICATION (irrespective of c.c. class)	5	4	3	2	1
C.C. CLASS where number of cars at start is					
26 or more	7	5	3	1	—
16 to 25	5	3	1	—	—
5 to 15	3	1	—	—	—
under 5	NIL				
LADIES' CLASS	5	4	3	2	1
(each driver scores equal points for their car's placing).					

Except for the Ladies' Class, these points can be cumulative, and rightly, the F.I.A. regard the winning of a large class as more important than an outright win, or a win in a small class.

The new scoring system has at last succeeded in breaking the near monopoly of the Grand Touring car in the Championship, for it is rare indeed to find a G.T. class containing 26 cars, this figure normally only being reached in the 1,300-1,600 c.c. class, or in an amalgamated class.

This year there are 12 scoring events, i.e., the "Monte", Sestriere, R.A.C., Acropolis, Tulip, Deutschland, Midnight Sun, "Alpine", Adriatic, Liège-Rome-Liège, Viking and Iberian. If all 12 are run, the best six performances will score; if only nine, the best five performances. To qualify as a scoring event, a rally must have a minimum road section of 1,500 km., and there will be no Championship if less than seven scoring rallies are organized.

Particularly interesting is the fact that to score points there cannot be more than two drivers per car, which is in line with most rally regulations (the "Monte" being an exception), where three-man crews are forbidden anyhow.

Owing to the shortage of top-class women drivers, it is now only necessary for three ladies' crews (instead of five) to start to permit a rally to score.

Nowadays, British crews form the bulk of the entries for many Rallies, and it is gratifying to note that Peter Harper and "Doc" Deane lead the men with 12 points, followed by Monraisse/Feret, Gacon/Borsa, Vold Johansson/Kopperud, and Villoresi/Basadonna with 10 points, and by Löffler/Johansson and Gouldbourn/Turner with nine points.

Pat Moss/Anne Wisdom, with five points, share the lead in the Ladies' Section with Mmes. Blanchoud/Chanal Wagner and Annie Soisbault/Lise Renaud, followed closely by Greta Molander/Helga Lundberg, Mary Handley-Page/Lola Grounds and Frauen Meinecke/Kühling, who have acquired four points apiece.

For the first time the girls are making a real impression in the male Championship, as the redoubtable Moss/Wisdom combination has seven points, whilst the German ladies have three points.

JOHN GOTT.

MALLORY PARK—11th MAY

Début of Lotus Elite and Elva Courier in "Autosport" Series-Production Sports Car Races

THE B.R.S.C.C. meeting at Mallory Park on 11th May promises to be outstanding in every way. In addition to the usual full programme of F3 and sports-car events, there will be two qualifying heats for the 1958 AUTOSPORT Series-Production Sports Car Championship, grouped up to 1,600 c.c. and over 1,600 c.c.

This meeting will see the début of the Lotus Elite, to be driven by Ian Walker, and also the Elva Courier (Tom Barnard). Another interesting entry is Bob Gerard in the new 2.0-h.c. Turner "950", a machine which is rapidly gaining popularity in U.S.A.

Full particulars of Mallory Park will be given in next week's issue.

ECURIE ECOSSE SINGLE-SEATER

Special Lister-Jaguar for Monza

AMONGST the many interesting cars to be seen at Monza on 29th June, for the "Two Worlds" Trophy 500 Miles Race, will be an entirely new single-seater Lister, fitted with a 3.8-litre, fuel-injected Jaguar engine. Specification closely follows the existing sports-racing car, but the space-frame chassis will, of course, be much narrower. Special large-section tyres have been developed for this machine by the Dunlop Rubber Co., Ltd., as lap speeds of around 180 m.p.h. are envisaged. If things go according to plan, Ecurie Ecosse hope to have three cars in this Europe v. U.S.A. contest.

It will be recalled that in the 1957 highly controversial race, three normal Ecurie Ecosse D-type Jaguars started—and all finished. Their speeds were limited owing to the difficulty of fitting large-section tyres to the Jaguars.

In view of his 1957 performance, it is to be hoped that Jack (Fearless) Fairman will be given the opportunity to show what he can do, given a more equal chance of taking on the "Indy" cars.

PRESCOTT ON SUNDAY

THE first big hill-climb event of the season will be staged at Prescott by the Bugatti Owners' Club on Sunday, 4th May, starting at 12 noon with classes for sports cars, racing cars and grand touring saloons. The entry is well over subscribed and only the fastest cars in each class have been accepted.

The first round of the R.A.C. Hill-Climb Championship will be run off as a separate event. Tony Marsh, the reigning hill-climb and Formula 2 champion, has a new Formula 2 Cooper-Climax, and Michael Christie, who is making a big effort this year to improve on his position as runner-up, which he has held for so many years, has a new Formula 2 Lotus. There is also an interesting entry from Sweden, Jon Fast, who has entered two Osas.

Before the start of the meeting Mr. F. C. Wharton will officially open the Ken Wharton Memorial. This is in the form of a new timing hut, built from Canadian red cedar on a Cotswold stone foundation. The cost of this memorial was met by contributions from B.O.C. members and friends of Ken Wharton as a mark of affection and in memory of his long and successful association with Prescott.

R.A.C. SUSPENDS RACING DRIVER

A TRIBUNAL representing the Royal Automobile Club as the controlling authority for motor sport in Britain, was held in London on Monday, 21st April, to consider incidents arising during the 500 c.c. race at Brands Hatch on Easter Monday.

Lord Howe, Chairman of the R.A.C. Competitions Committee, presided, with Mr. W. E. Daniel and Major Harold Parker. The Tribunal was convened following complaints from stewards at the meeting.

After hearing evidence from organizers, observers and stewards the Tribunal decided to suspend indefinitely the competitions licence of A. V. Cowley of Tunbridge Wells. They also gave a reprimand to Don Parker of Battersea.

It was alleged that there was a series of collisions between cars driven by Cowley and Parker during the race under review.

TOUR DE FRANCE

Four Stages and 10 Speed Events in Important French Rally

DETAILS have recently been issued by the A.C. of Nice and *L'Equipe*, organizers of the Tour de France which takes place from 13th to 20th September.

Four stages, totalling 5,740 kilometres, will comprise the road section. Stage 1 (Nice-Le Touquet) will be via Levens, Puget-Themers, Col de la Cayolle, Col de Vars, Col d'Izoard, Grenoble, St. Pierre-de-Chartreuse, Chambéry, Annecy, Gex, Pontarlier, Belfort, Nancy, Rheims and Arras—1,596 kiloms.

Stage 2 (Le Touquet-Le Mans) is via Rouen, Essarts, Pont l'Eveque, Carentan, Cherbourg, Avranches, St. Brieuc, Quimper, Nantes and Angers—1,351 kiloms.

Stage 3 (Le Mans-Clermont-Royat) is via Arpajon, Monthéry, Orleans, Portiers, Angoulême, Bordeaux, Sorullac, Argutut and Murol—1,252 kiloms.

Stage 4 (Clermont-Pau) is via St. Etienne, St. Agreve, Crest, Carpentras, Nîmes, Dourgne, Aix-les-Thermes, Col de Peyresourde, Col du Tourmalet, Col d'Aubisque and Les Eaux-Bonnes—1,541 kiloms.

The speed tests will take place at La Turbie, Mont Revard, Mont Ventoux and Tourmalet: the circuit races are at Rheims, Rouen, Le Mans, Monthéry, Auvergne and Pau.

Entries will be limited to 120 cars; classes will be touring and G.T. and in each category there will be two classes. There will also be an "Index of Performance".

Prize money totals £25,000. The event is supported also by Shell Berre and Dunlop.

FAST MOVER

ON 24th April Stirling Moss took off by helicopter from Chiswick Sports Ground for Ipswich, St. Neots, Worthing and Hove.

In the nine hours before he returned to Chiswick he (a) made a speech at each of the official openings at four B.P. service stations, (b) signed hundreds of autographs at each ceremony, (c) spent an hour over lunch at St. Neots.

He used a B.E.A. Bristol Sycamore helicopter and was accompanied by Ken Gregory and Mr. D. M. Keith of Shell-Mex and B.P., Ltd.

LUCKY MASCOT. Jean Behra is obviously amused by the little monkey sitting on the bonnet of his B.R.M. just before the start of the Aintree "200". On the left is AUTOSPORT's editor, Gregor Grant, and on the right, Raymond Mays.

THE Daily Express Trophy Race Meeting tomorrow promises to be a very exciting day's sport. The main race of the day is, of course, the Trophy Race itself. It has attracted an entry of 33 cars of various shapes and sizes comprising two B.R.M.s, six Maseratis, one works Ferrari, five 2.2-litre Coopers, two Lotuses of the same capacity and a Connaught. In the Formula 2 race, run concurrently with the F1 event, there are no less than 12 Coopers and two Lotuses.

Having failed to finish at Goodwood and Aintree this year, the B.R.M.s will, of course, make a very serious effort to acquit themselves well at Silverstone and it will be interesting to see how Behra and Shell fare against Peter Collins in the works "Dino" Ferrari, which went



At Silverstone On Saturday

An Excellent Entry for the "Daily Express" Trophy Race Meeting

so well at Goodwood in the hands of Mike Hawthorn on Easter Monday. The most serious challenger to this trio will undoubtedly be Stirling Moss in Rob Walker's 2.2-litre Cooper. The works Coopers must not be overlooked, however, for they are in the hands of that very brilliant Aussie, Jack Brabham, and of course our own Roy Salvadori. There are very few drivers that can get round Silverstone faster than Roy and he may well prove to be the dark horse in this event.

The two works Lotuses are in the capable hands of Graham Hill and Cliff Allison, two drivers who are very rapidly becoming accomplished G.P. pilots. Scuderia Centro-Sud have entered two Maseratis, to be driven by Wolfgang Seidel and "the quiet American", Masten Gregory.

In the 1500 class Tony Brooks should repeat his success of a fortnight ago at Aintree but among the opposition will be Stuart Lewis-Evans, Jim Russell, Brian Naylor, Keith Hall, Dennis Taylor and

Ivor Bueb, the last two in Lotuses. So one can be sure he won't have it all his own way.

The big sports car race should be a humdinger and may well prove to be the most exciting event of the day. There are no less than three works Aston Martins at least one of which will be the DBR2 which has already set up three

will not be easy, however, for against them is that incredible little man, Archie Scott-Brown, in the 3.8 Lister-Jaguar, and he and Salvadori may well repeat last year's epic battle. An interesting newcomer to the Lister stable is Jean Behra who will no doubt back Archie up admirably. Ecurie Ecosse will be out in force, with Masten Gregory in the Lister-Jaguar and Bueb or Fairman and Innes Ireland in the Jaguars. They also have one of the 3-litre cars entered, to be driven by Fairman or Bueb.

One to watch will undoubtedly be Mike Hawthorn in the 3-litre Ferrari. He may well give the bigger boys something to think about. Two other Ferraris have been entered by Equipe National Belge and making up the field will be two H.W.M.s, eight Jaguars, two DB3S's and a works 2-litre Lotus. Yes, it should be quite a race!

The small sports car race should also provide its fair share of excitement. With drivers of the calibre of Salvadori, Hill, Marsh, Ashdown, Bueb, Flockhart and Campbell-Jones. The vast majority of the cars are, of course, Lotuses, but there are five works Elvas, a Porsche, an Osca, a Tojeiro and an Arden to add a bit of colour to an otherwise slightly monotonous sight.

Always very popular with the crowd, the touring car race has attracted a fine entry, 37 cars in all. There should be a good scrap for first place in the up to 1,100 c.c. class, with Sprinzel, Graham Hill and C. G. Shepherd in A35s. In the over 1,100 c.c. up to 1,500 c.c. class we have Les Leston (Riley), A. T. Foster (M.G.), G. H. Grace (Riley) and J. Bekaert (Borgward) to provide the fireworks. The over 1,500 c.c. up to 2,000 c.c. class has only attracted four entrants but they are all interesting. P. Buckley is driving a Bristol and "Joke" Bonnier a Volvo. Connaught engineering have entered two Citroëns but have not nominated their drivers at the time of going to press.

Jack Sears is back in his A105 in the over 2,000 c.c. up to 3,000 c.c. class, and Ian Walker has a similar car. Ranged against these two are six Ford Zephyrs, three of them works cars. These three are equipped with Borg-Warner automatic transmission and this will be the first time any such equipped cars have raced in Great Britain. They

ON THE AIR B.B.C./TV

11.30-12.30 Sports Cars over 1,500 c.c.
1.15- 2.15 Production Touring Car Race,
4.40- 5.15 500 c.c. Race.

B.B.C. Light Programme

2.00-2.15 Finish of Production Touring Car Race.
5.00-5.15 Finish of 500 c.c. Race.
5.45-6.00 Highlights of the Trophy Race.

new lap records this year. The cars will be driven by Stirling Moss, Roy Salvadori and Tony Brooks. Astons have been unbeaten at Silverstone for the last three years and they will undoubtedly be out to keep that fine record. This



★
STIRLING AGAIN?
Will Stirling Moss be able to repeat his victory of a fortnight ago in the Cooper? He is seen here at Aintree leading Stuart Lewis-Evans through Tatts.
★

will be driven by Cuth and Edward Harrison and Dennis Scott.

The over 3,000 c.c. class consists entirely of 3.4 Jaguars. This will undoubtedly produce the most stirring battle of the race, for the six cars are to be driven by Mike Hawthorn, Tommy Sopwith, Sir Gawaine Baillie, Peter Bolton, Ivor Bueb and Ron Flockhart. This should be really worth watching!

In the Cooper-dominated 500 c.c. race Vanwall pilot Stuart Lewis-Evans (Beart-Cooper) will have some stiff opposition from Tony Skelton (Martin-Norton), Don Truman, Tom Bridger, Peter Proctor, Don Parker and Jim Russell.

Considerable coverage is being given to the meeting by B.B.C. radio and TV.

★
AUTOMATIC FORDS! (Right) The three drivers of the works, Borg-Warner equipped, Ford Zephyrs, Dennis Scott, Edward and Cuth Harrison. (Below) The cars are seen practising at Silverstone recently.



Regrettably, however, the Trophy race will not be televised, due, it appears, to the occurrence of a football game, called the Cup Final.

Sports Car Race 1 10.15 a.m.

Open 1,100 c.c. and up to 1,500 c.c.: S. G. Young (Parson), 1,484 c.c.; X (Willment), 1,475 c.c.; I. Walker (Osca), 1,490 c.c.; E. G. Greenall (Lotus), 1,496 c.c.; G. Hill (Lotus), 1,475 c.c.; R. Salvadori (Lotus), 1,500 c.c.; T. Marsh (Lotus), 1,460 c.c.; Bo. Elmhorn (Porsche), 1,498 c.c.; W. S. Frost (Lotus), 1,480 c.c.; T. Sopwith (Lotus), 1,500 c.c.; M. G. Dickens (Lotus), 1,496 c.c.

Up to 1,100 c.c.: K. P. Greene (Lotus), 1,097 c.c.; C. G. Escott (Lotus), 1,098 c.c.; D. Piper (Lotus), 1,098 c.c.; G. M. Jones (Lotus), 1,087 c.c.; I. Raby (Elva), 1,097 c.c.; R. Mackenzie-Low (Elva), 1,097 c.c.; C. Bristow (Elva), 1,097 c.c.; J. Brown (Elva), 1,097 c.c.; J. Muirhead (Elva), 1,097 c.c.; K. Hall (Lotus), 1,096 c.c.; P. Ashdown (Lotus), 1,096 c.c.; A. Stacey (Lotus), 1,096 c.c.; R. J. Utley (Tojeiro), 1,097 c.c.; J. Fast (Osca), 950 c.c.; I. Bueb (Lotus), 1,089 c.c.; R. Flockhart (Lotus), 1,098 c.c.; J. Blumer (Lotus), 1,097 c.c.; N. R. Hicks (Lotus), 1,097 c.c.; I. Ireland (Lotus), 1,098 c.c.; C. Summers (Arden), 1,097 c.c.; P. J. Arundell (Lotus), 1,098 c.c.; J. Westcott (Lotus), 1,098 c.c.; J. M. Campbell-Jones (Lotus), 1,098 c.c.; H. Taylor (Lotus), 1,098 c.c.; T. Bridger (Tojeiro), 1,098 c.c.

Sports Car Race 2 11.30 a.m.

Over 3,000 c.c.: W. A. Scott-Brown (Lister-Jaguar), 3,781 c.c.; J. Behra (Lister-Jaguar), 3,781 c.c.; R. F. Bloxam (H.W.M.-Jaguar), 3,442 c.c.; P. Mould (Cooper), 3,442 c.c.; J. Bekaert (H.W.M.-Jaguar), 3,442 c.c.; P. N. Whitehead (Lister-Jaguar), 3,442 c.c.; R. Harris (Jaguar), 3,442 c.c.; J. A. Somervail (Jaguar), 3,442 c.c.; J. D. Hamilton (Jaguar), 3,442 c.c.; W. M. Charles (Jaguar), 3,442 c.c.; J. Sieff (Jaguar), 3,442 c.c.; S. Moss (Aston Martin), 3,900 c.c.; C. A. S. Brooks (Aston Martin), 3,900 c.c.; R. Salvadori (Aston Martin), 3,900 c.c.; I. Bueb/J. Fairman (Jaguar), 3,442 c.c.; I. Ireland (Jaguar), 3,442 c.c.; M. Gregory (Lister-Jaguar), 3,781 c.c.; M. Hawthorn (Ferrari), 3,000 c.c.; A. Pilette (Ferrari), 3,000 c.c.; W. Mairesse (Ferrari), 3,000 c.c.; B. Halford (Lister-Jaguar), 3,442 c.c.

Over 1,500 c.c., up to 3,000 c.c.: B. Naylor (J.B.W.), 1,993 c.c.; G. Whitehead (Aston Martin), 2,992 c.c.; J. Horridge (Lister-Bristol), 1,971 c.c.; J. Fairman/I. Bueb (Jaguar), 2,986 c.c.; F. Roussele (Lister-Jaguar), 2,986 c.c.; J. Dalton (Aston Martin), 2,992 c.c.; C. Allison (Lotus), 1,960 c.c.

Zephyr); E. W. Cuff Miller (Ford Zephyr); J. M. Uren (Ford Zephyr); I. Walker (Austin A105); P. Riley (Ford Zephyr).

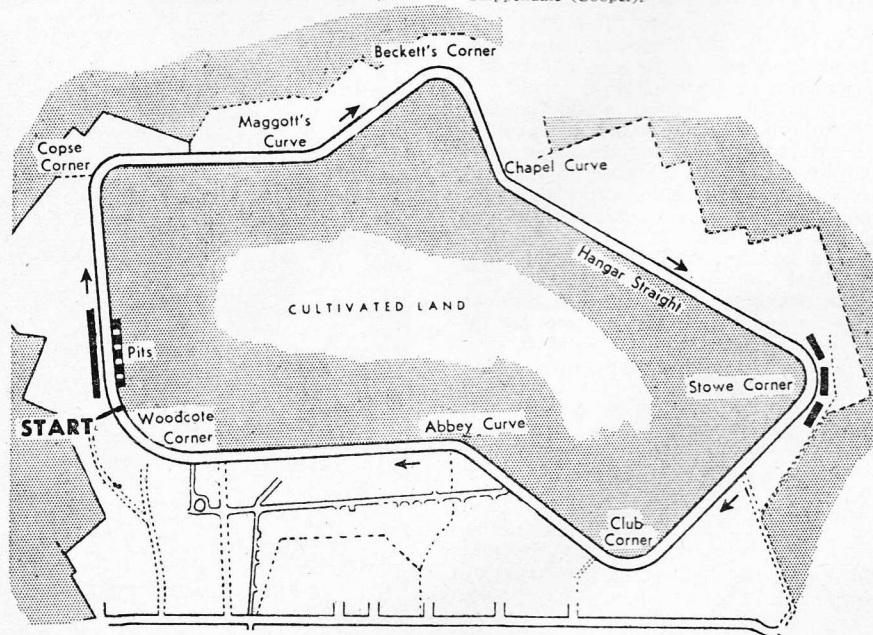
Over 3,000 c.c.: M. Hawthorn (Jaguar); T. Sopwith (Jaguar); Sir G. Baillie (Jaguar); P. Bolton (Jaguar); I. Bueb (Jaguar); R. Flockhart (Jaguar).

Trophy Race 2.50 p.m.

J. Behra (B.R.M.), 2,491 c.c.; H. Shell (B.R.M.), 2,491 c.c.; M. Gregory (Maserati), 2,496 c.c.; W. Seidel (Maserati), 2,496 c.c.; R. Salvadori (Cooper), 2,200 c.c.; J. Brabham (Cooper), 2,200 c.c.; S. Moss (Cooper), 2,200 c.c.; M. Trintignant (Cooper), 1,960 c.c.; P. Collins (Ferrari), 2,417 c.c.; G. Scarlatti (Maserati), 2,496 c.c.; J. Bonnier (Maserati), 2,496 c.c.; K. Kavanagh (Maserati), 2,496 c.c.; B. Halford (Maserati), 2,496 c.c.; G. Richardson (Connaught), 2,471 c.c.; Count S. Ouvaroff (Cooper), 2,200 c.c.; G. Hill (Lotus), 2,200 c.c.; C. Allison (Lotus), 2,200 c.c.; R. Gibson (Cooper), 2,200 c.c.; B. Gerard (Cooper-B.G.), 2,244 c.c.; S. Lewis-Evans (Cooper), 1,475 c.c.; J. Russell (Cooper), 1,475 c.c.; B. Naylor (Cooper), 1,475 c.c.; A. Marsh (Cooper), 1,475 c.c.; R. Moore (Cooper), 1,475 c.c.; D. S. Shale (Cooper), 1,475 c.c.; I. Burgess (Cooper), 1,475 c.c.; G. Wickens (Cooper), 1,475 c.c.; B. McLaren (Cooper), 1,475 c.c.; A. Brooks (Cooper), 1,475 c.c.; K. Hall (Cooper), 1,475 c.c.; D. Taylor (Lotus), 1,475 c.c.; I. Bueb (Lotus), 1,475 c.c.; H. Taylor (Cooper), 1,475 c.c.

500 c.c. Race 4.45 p.m.

A. Skelton (Martin-Norton); P. Ellis (Cooper); D. Truman (Cooper); P. Luke (Cooper); T. Bridger (Cooper); P. Proctor (Cooper); S. Bloor (Cooper); W. Jones (Cooper); D. Vince (Cooper); S. Jensen (Flash Special); K. Livingstone (Martin-Norton); D. Parker (Cooper); T. Shaddick (Cooper); S. Lewis-Evans (Beart-Cooper); E. Dawson (Cooper); R. Spreckley (Cooper); J. T. Bradley (Cooper); J. Russell (Cooper); G. Symonds (Cooper); J. Burgoyne (Kieft); R. A. R. Bell (Cooper); W. G. Harris (Flather-Norton); G. Jones (Cooper); R. Jaques (Etonne); P. Robinson (Cooper); G. Pearce (Staride); G. Gartside (Cooper); C. MacArthur (Saxon-Norton); G. Chippendale (Cooper).





WET START! In pouring rain, the field gets away for the marque scratch race. No doubt some of the drivers wish they had hoods!

marque scratch events, open to A.C., Morgan, Triumph and Austin-Healey cars and so on. These poor people left the grid in an absolute downpour, and A. G. Murray put up the hood on his TR3—and I don't blame him either.

S. Hurrell (TR3) took the lead at the start and held it for four laps, Philip Fletcher (A.C. Ace) catching him with a breathtaking display of control in the wet. At the end of lap one Fletcher was in sixth place; on the second lap he moved up fourth, lap three took him to third and lap four to second. On the fifth lap he went past the pits with a secure lead over Hurrell: it was really very nicely done. With a lap to go he was nearly seven seconds ahead of the TR, but after that lifted his foot a little—he was in no danger at all of losing his lead—and in fact won by 4½ seconds.

THE "new Goodwood" had its second meeting on Saturday: something seemed to go wrong with the weather arrangements, however, and it was then that it received its baptism rather than earlier in the season. The heavens well and truly opened and gumboots were, again, recommended wear as the paddock and car park areas took on a close resemblance to a sporting trials section. Nothing, however, dampened the enthusiasm of competitors and although nothing wildly exciting happened the racing was of the "good, clean fun" sort that always makes for good spectating—even when the rain drips down the back of your neck and your umbrella blows inside out.

There were eight races on the programme, of which three were scratch races and six of five laps duration. First on the list was a 10-lap scratch race for sports cars up to 1,250 c.c. An Elva and a brace of Coopers were the only intruders in what was otherwise an all-Lotus field but none of these were allowed to interfere and the race became, as it could scarcely avoid doing, a Hornsey benefit. Keith Greene (Lotus) took and held an unbroken lead for a victory which gave him absolutely no trouble at all: he crossed the line some 22 seconds ahead of the next man home. C. Bristow, in the lone Elva, retired on the third lap. Second place for the first four laps was held by M. Taylor, but on the fifth J. Campbell Jones, who had been working his way up from a first lap sixth position, dislodged him and maintained second spot for the rest of the race—until on the last lap he entered into a definitive argument with the bank on Woodcote Corner, the Lotus emerging from the fight a very poor second. This little game let in Taylor for the second prize, and he was followed home by J. F. Westcott's Lotus.

Distinctly smug expressions could be noted on the faces of competitors for the next race—a five-lap closed car handicap. Drivers sat in their nice snug saloons positively gloating as the rain splashed on their lovely roofs!

There was a widely divergent entry

Gumboots Out At Goodwood

Keith Greene (Lotus) Wins Two Events

at B.A.R.C. Members' Meeting

for this event, ranging from P. Coleby's Goggomobil on the limit to M. H. Barker's blown Ford (owing 5 secs. to the field) by way of Standard Eights and Tens, Morrisies, Austins, Renaults and three Volkswagens. The Goggo, with 2 mins. 20 secs. start, led the way for the first three laps, but was then overhauled by G. M. Hopkinson's A35 which had been motoring steadily round gaining three places on the second lap, and one on the third. Once in the lead he held it to cross the line in front by 11 secs. As is so often the case, once one man had caught the limit man he dropped right back on the last two laps to finish way back down the field. Second place went to F. W. Marriott's Morris 1000—I bet he found that ride more comfortable than in a Mk. VI Lotus—while Barker steamed home in third place, having made fastest lap at 65.68 m.p.h.

Third event was one of those nice

Hurrell took second spot and third and fourth came a pair of plus fours—or rather Plus Fours—those of J. Looker and D. Pacey.

Then came a five-lap scratch race involving sports machinery up to 1,500 c.c. This race had a result that can only be described as hilarious to the crowd and heart-breaking for C. Bristow. This time mounted on the Hume Lotus-Climax, he made a good start and was in the lead at St. Mary's on the first lap when a slight excess caused him to go ploughing: P. J. Arundell joined him and they went to grass together while the field went by—with Keith Greene in the lead in his Lotus 1100. Then they both rejoined the race, and Bristow started motor-racing in a big way and worked his way through the field in a heroic fashion until on lap four he was second. Came the last lap, and he snatched the lead from Greene as they approached St. Mary's. The two cars



TWO TRs. M. D. J. Hurn leads A. J. N. Arthur past the grandstands in a cloud of spray.

went into the corner and—bingo (or something like that) off went Bristow again for a bit more agriculture. This dropped him right down the field again, but there was still over half a lap to go and he was off like a bat from the hot place to finish fifth. And then, of course, he was eliminated through contravening the "no-spinning" rule! Poor old man.

This gave Greene the race with a clear win; J. F. Westcott came second and third spot went to M. Taylor—another Lotus benefit. Bristow's only consolation was fastest lap at 81.2 m.p.h.

Closed cars came out again now for a five-lap handicap all their very own. On scratch was Mrs. Jean Bloxam's terrifying DB3S coupé, which makes a noise like five Maseratis and a couple of Ferraris, with a Vanwall or two thrown in for good measure. However, the car has a great deal to show for all this noise and goes very, very quickly. Faced with 13 cars to catch, most of them having more than a minute's start, she proceeded to catch all but three of them and made fastest lap—as well she might—at 74.61 m.p.h., a fine demonstration of how to handle a powerful car on a wet road.

There was a pair of XK 150s in this race, too. Victory, however, went to Edgar Wadsworth and that Healey of his. He took the lead on lap two and held it despite some desperate attempts



FAITHFUL MOUNT (above) Edgar Wadsworth in his hard-worked Healey leads J. M. Uren (Ford) through Woodcote during event 5. (Below) Keith Greene leads the field at Madgwick. Behind him are M. Taylor, J. F. Westcott and P. J. Arundell, all on Lotus-Climaxes.



to get past him from J. M. Uren in a Ford Zephyr. M. J. Corner's Aceca took third spot.

Another lot of hairy Feltham horses were on display on the scratch mark for the next race, a five-lap handicap for sports cars, in the shape of D. R. Barthel's ex-works DB3S, the disc-braked battle-wagon that Roy Salvadori drove for Gilby Engineering. This race was chiefly notable for an astonishing finish. R. A. V. Staples (Lotus-Ford) led from the limit mark all the way round while J. Dashwood, in an ex-Betty Haig Frazer-Nash, tried his hardest to get in front. On the very last lap, however, Staples spun, collecting the Frazer-Nash on the way and finally coming to rest by the wall of the chicane. Dashwood had lost the nearside rear tyre in the fray, the rubber coming to rest firmly jammed between wheel and body. He limped up to the pits and there retired. But—he crossed the line on the

way, retired after the flag had gone down and won the race! Barthel's Aston, which, like the coupé, goes very rapidly, finished third behind C. J. Steele (Cooper-Zephyr) and fastest lap went to Dashwood.

Event seven was another five-lap handicap, this time with R. C. Symondson's really superb Type 57S (I think) 3.3-litre Bugatti on scratch mark. On the limit mark, with a 1 min. 35 secs. start, were a couple of 328 c.c. Berkeleys, one of which stalled on the line and retired clutchless as the flag fell. Mrs. B. Naylor's Lagonda Rapier, with a non-standard, non-"U" and not very pretty body went very fast and held a secure lead for four of the five laps, but P. H. Arnold's TR2 got in front on the last tour, and she was pipped for second place by J. A. G. Ewer in another TR2. Symondson's Bugatti finished sixth.

Last event saw the sports cars out again for another handicap and this

time it was R. Rye's Lotus-M.G. that got home first. The car has the ex-Gammon Lotus-M.G. power unit and goes very well indeed. Second was Miss Rosemary Seers in her Cooper-Zephyr and I. H. S. Smith's Ace-Bristol took third spot. Barthel, in the DB3S, made fastest lap at 75.26 m.p.h.

It was a pity about the weather, but it was all very pleasant apart from that—and isn't that tunnel fun!

MARTYN WATKINS.

Results

Sports cars, up to 1,250 c.c.: 1. K. A. Greene (Lotus-Climax), 83.79 m.p.h.; 2. M. Taylor (Lotus-Climax); 3. J. F. Westcott (Lotus-Climax). **Fastest lap:** J. Campbell Jones (Lotus-Climax), 86.75 m.p.h.

Closed car handicap: 1. G. M. Hopkinson (Austin), 61.28 m.p.h.; 2. F. W. Marriott (Morris); 3. M. H. Barker (Ford). **Fastest lap:** Barker, 65.68 m.p.h.

Marque scratch race: 1. P. G. Fletcher (A.C. Ace), 70.59 m.p.h.; 2. S. Hurrell (Triumph TR3); 3. J. Looker (Morgan Plus Four). **Fastest lap:** Fletcher, 72.85 m.p.h.

Sports cars up to 1,500 c.c.: 1. K. A. Greene (Lotus-Climax), 75.85 m.p.h.; 2. J. F. Westcott (Lotus-Climax); 3. M. Taylor (Lotus-Climax). **Fastest lap:** C. Bristow (Hume Lotus-Climax), 81.2 m.p.h.

Closed car handicap: 1. E. B. Wadsworth (Healey), 66.79 m.p.h.; 2. J. M. Uren (Ford); 3. M. J. Corner (A.C.). **Fastest lap:** Mrs. Jean Bloxam (Aston Martin), 74.61 m.p.h.

Five-lap handicap: 1. J. Dashwood (Frazer-Nash), 71 m.p.h.; 2. C. J. Steele (Cooper-Zephyr); 3. D. R. Barthel (Aston Martin). **Fastest lap:** Dashwood, 75.39 m.p.h.

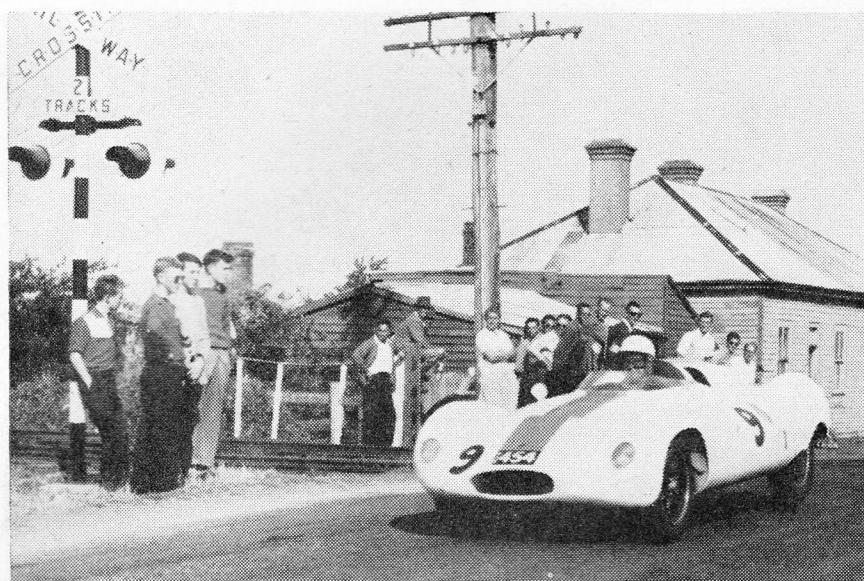
Five-lap handicap: 1. P. H. Arnold (Triumph TR2), 68.97 m.p.h.; 2. J. A. G. Ewer (Triumph TR2); 3. Mrs. B. Naylor (Lagonda). **Fastest lap:** Arnold, 71 m.p.h.

Five-lap handicap: 1. R. Rye (Lotus-M.G.), 69.12 m.p.h.; 2. Miss Rosemary Seers (Cooper-Zephyr); 3. I. H. S. Smith (A.C. Ace-Bristol). **Fastest lap:** D. R. Barthel (Aston Martin), 75.26 m.p.h.

TRIPS TO MONACO

A CHEAP trip to Monaco for the Grand Prix is being run by Foster, Webb & Co., 27 Frith Street, W.1, at a return fare of £27 10s.—the normal fare being £41 12s. Departures will be made from Blackpool and Croydon for the same price, leaving on 14th May (the day before practice) and returning on 19th May (the day after the race).

There may also be room for a Formula 1 Cooper or Lotus on the plane. This will cost you a return fare of around £200.



Commonwealth Round-up

A digest of recent events from all parts of the globe

New Zealand

FIRST steps have been taken in Canterbury in the formation of a New Zealand Racing Drivers' Club based on the British club. A Canterbury section has been formed and the organization aims to establish regions in each of the country's provinces and a national council. According to the secretary, B. R. Paton, already 65 drivers throughout the Dominion have signed up as original members.

The Canterbury section went away to a good start, at least from the point of view of officialdom. At the inaugural meeting there was a letter from the Minister of Transport in which he made mention of his interest in motor sport and said he would be pleased to assist the club.

* * *

There is talk about holding another national meeting in Canterbury within the next month or so. If the circuit is available, racing will probably be held on the Southbridge course. This would mean that this circuit might be used three times a year, if last year's plans continue. Last year the Motor Racing Club held its Queen's Birthday meeting there, when George Palmer won the Southbridge Hundred with a Cooper-Bristol. Then later the Canterbury Car Club staged the C. W. F. Hamilton Trophy Race on the course.

One thing about all the additional national meetings is that it makes it possible to give drivers the racing experience they so badly require to meet the overseas drivers in the international series. Taken by and large, New Zealand is not doing too badly now as there are at present, on a rough check, eight major meetings a year, with the possibility of nine this year, or rather through until the end of next February. And this, of course, does not include the club meetings held at Teretonga Park, Invercargill, and at the Levin circuit in the North Island. These are the only two permanent courses in the country.

Although the climate here does not make it too much of a hardship to hold winter racing and, in fact, it does go on all the year round, about this time the trials and rally drivers start to get into their stride. Around Christchurch a number of trials have been held already and the Canterbury Car Club has a pretty full programme lined up for the next few months as have many other clubs.

Trials, of the reliability nature, are very popular with club members and most clubs go out of their way to cater for them with fairly short events which are based mainly on navigation and driving tests.

This year it looks as though economy runs might come into their own. Several clubs have been looking into this type of event and recently the Ashburton Car Club started the ball rolling with an economy trial which, judging by the number of members that took part, created a great deal of interest.

PETER GREENSLADE.

* * *

Australia

THE 300S Maserati sports which Stirling Moss drove to victory in the 1956 Australian T.T. at Albert Park had its next competition appearance only recently. Reg. Smith, former Cooper-Bristol exponent, bought the car after the T.T., but had not used it in competition at all. He has since offered it for sale, but so far without success.

He was tempted to use it recently at the comparatively new Hepburn Springs hill-climb, 60 miles from Melbourne. As the name might suggest, this is a famous spa resort, not far from the city of Ballarat. Still fitted with ratios which give speeds up to 160 m.p.h., the car was hardly an advantage for hill-climbing. Smith managed a best time of 37.01 secs.

The climb record of 30.18 secs. was set at the same meeting by Bruce Walton, the 1957 Victorian hill-climb champion, with his 1,100 c.c. J.A.P.

UP . . . AND OVER! Bill Patterson's Cooper leaps into the air as it goes over the railway lines at Longford, Tasmania.

Special. The second 300S, driven at the Melbourne Olympic meeting by Jean Behra, has been used extensively by Doug. Whiteford, triple Australian Grand Prix winner.

H. A. C. RUSSELL.

* * *

Tasmania

TASMANIA came fully into the Australian road racing picture with the successful two-day meeting on the Longford circuit.

The circuit is 4½ miles long, roughly four-sided, and very picturesque. The Longford area, about 15 miles from Launceston, is noted for its English appearance, with hedgerows, old farmhouses and small fields and rolling hills. The circuit is bisected by a winding, willow-lined river.

The meeting was organized by the versatile Light Car Club of Tasmania. It drew more than 40,000 spectators, though Tasmania's population is only 330,000, and the dozen entries from Victoria and New South Wales included most of Australia's best drivers and cars.

Strongly behind the meeting are parliamentary, municipal and community interests who see a real future for it as a tourist attraction in a state which counts the tourist industry as one of its most important.

Their hopes were given a great boost this year by the sight of a starting grid holding six cars which exceeded 140 m.p.h. over the electrically timed eighth-mile in the straight.

There is now even greater enthusiasm for plans to make Longford the Le Mans of Australia.

Track improvements, of course, are essential, but the organizers are now getting real money to plough back into amenities, and public bodies are moving towards widening the roads—the first essential.

The present start and finish line is dangerously placed, on a very fast straight, from which large crowds are separated by only a ditch and a fence, and it is probable that the line and the pits will next year be moved to a shorter and slower straight.

Mr. R. A. Mackinnon, who owns the property in this area, is a keen supporter and only too willing to make land available as required.

The Longford Trophy race this year was, for the first time, on the Australian Gold Star list. Next year the circuit is due to be used for the Australian Grand Prix.

In the *formule libre* trophy race, Ted Gray's Corvette-engined, hybrid Tornado, holder of the Australian speed record at 157 m.p.h., was a comfortable winner from Stan Jones's 250F Maserati. The Tornado had suffered a broken gearbox before the race and ran with one from a Ford truck, the ratios of which were so unsuitable that Gray could use only top and third freely.

Jones, who had earlier looked a certain winner, had gearbox trouble during the race and slowed during the last four or five laps. Third was Arnold Glass, driving the Super Squalo Ferrari brought out for Jean Behra at the Melbourne Olympic Games races.

Gray lapped at up to 95 m.p.h. and

recorded 147.5 m.p.h. over the eighth-mile.

Fastest car of the meeting was Doug. Whiteford's 300S Maserati, which clocked 150 m.p.h. over the eighth-mile in a handicap event.

David McKay, who was ill on the Saturday, had only one run in his DB3S Aston Martin, the car Moss and Collins drove into second place at Le Mans in 1956. His race was driven on wet roads and, lacking experience of the course, he could not hold Whiteford's Maserati.

The Coopers were very impressive, especially "Bib" Stillwell's new Formula 1 Cooper-Climax with 1,700 c.c. double o.h.c. engine. Len Lukey's 2,174 c.c. Bristol-engined Cooper surprised by its showing against the bigger cars.

One of the stars of the meeting was Boyce Youl. Father of John and Gavin, who were also racing, a grandfather and new to racing, he handled a new 3.4 Jaguar with great dash and skill in closed-car events. John Youl, in his Porsche Continental, broke even in his engagements with Hamilton's Porsche Spyder.

F. G. N. EWENCE.

* * *

Northern Rhodesia

IN the second half of the 20th century here in Northern Rhodesia—where sometimes it is said—albeit unkindly—that around every bend one may expect a stern, gaunt figure to step out and say, "Dr. L., I presume"—motor racing is progressing, or should I say just starting.

The old scene where a driver asks the starter to hold up the race for a few minutes, please, while he rushes back to the paddock to fetch his number which has fallen off and makes a feverish search in the dust to find the piece of wire which had been holding it on, is by no means an uncommon sight. And another driver may be seen going to a friend's private car to milk some petrol so that he may race. This is truly a country where a clapped-out Cooper is regarded with the wide-eyed amazement usually reserved for the more sophisticated crowds viewing the latest Vanwall or Ferrari at Silverstone.

It is a spirit which, alas, in every-modern-convenience England, we shall not see again. It is the true racing spirit re-born and one cannot help but catch the feeling of feverish haste with which everyone dashes here and dashes there, each bent on some vitally important mission. All this seems just as important as the races themselves which, curiously enough, run quite evenly and to time although I fear that they might cause a few uneasy moments to time-keepers of such calibre as Bob Wright. However, time and practice will eventually, no doubt, make perfect.

But for the time being no great progress may be expected, for how can one put on a display suitable for 150,000 spectators with a population of only some 50,000—80 per cent. of whom, regrettably, feel that they have something better to do than go motor racing—even if only drinking beer (Spec. Grav. 2.36 per cent., though cold and quite refreshing).

During the past few months we have built what we affectionately call the Darkest African Special, made to suit local conditions. It is an entirely open-air affair which makes for coolness, and having a radiator so far away from the

engine the warm air has a chance to dissipate freely instead of blowing all over the power unit and preventing it from keeping cool. The machine has a non-tuned Vanguard engine slightly at an angle to allow for central steering. Vanguard gearbox with two gear levers for nice direct action, Austin A40 rear axle (5.25 to 1). Maximum speed is 72 m.p.h., all work on the track being done in top gear. Very direct shock absorbers and soft springing to suit the local circuits. Electrics are coil and electric petrol pump, actuated by a 6-volt motor-cycle battery.

As tracks are apt to be made on the spot with the assistance of a technical adviser, a D9 bulldozer and a "Cat" Grader, surfaces tend to break up in the early stages and make things most death-defying in the latter.

Travelling farther south, however, to the more cultured regions of Salisbury one has greater facilities and a larger population and therefore proportionately more spectators. Here things may well be expected to develop more rapidly.

Rallies claim quite a measure of attention although owing to the great distances of bleak barrenness and lack of

features are the great distances between towns, which are mostly of the One-horseville variety. So instead of seeing that "Kapiri Mposhi welcomes careful drivers", one is plainly warned "Drive steadily. Next hospital 207 miles".

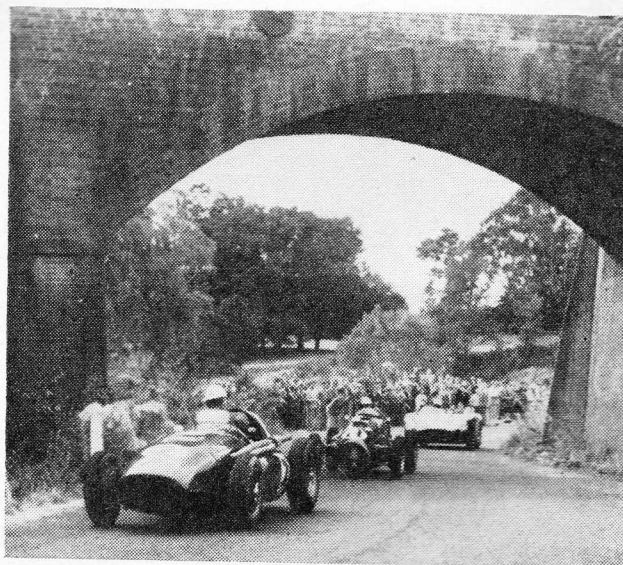
The standard of driving in N.R. is quite the worst I have ever encountered in my experience and head-on collisions take place at such fantastically high speeds that most of the wrecks are completely beyond repair and all the good parts are systematically salvaged by the Africans in the dead of night, so that the following day the remains look as if they had been feasted upon by a flock of most efficient mechanical vultures.

Another local disease commonly known as "steering wheel poisoning": this is usually connected with high-speed accidents, to the accompaniment of cracked or broken ribs. However, since things on the copperbelt have steadied up with the fall in metal prices, many of the wild parties have died down and the accident rate has dropped considerably. The general tempo of driving has fallen more into line with local road conditions.

LESLIE BROOKE.

★
ARNOLD GLASS
(Super Squalo) leads
Len Lukey (Cooper-
Bristol) and Doug.
Whiteford (Maserati
300S) under the rail-
way viaduct at the
back of the Long-
ford circuit. Fol-
lowing a downhill
straight, the road
turns sharply left
under the viaduct,
then right and left
over a bridge cross-
ing a river.

★



conveniences, sometimes the officials and observers have a more exciting time than the rally-men themselves. As the speed limit in the Federation—although not, I fear, always observed—is 50 m.p.h., rallies have to be prepared accordingly, which means a sort of spin-of-the-coin finish. You know, who can balance an egg on his nose the longest or driving between lines and things which always seems to me a disappointingly senseless termination to an event which has nearly always had some really fine driving in it under difficult conditions.

Touching on the domestic scene for a moment: for those who have not seen them, the first sight of the Victoria Falls is just as impressive as the opening laps of a major grand prix. Anyone travelling to South Africa by air should divert their navigation so as to take them through Livingstone where this tremendous spectacle is a mere seven miles away, although at this time of the year the spray thrown up may be seen some 30 miles away, rising as it does several hundred feet into the air. For strangers to Central Africa, interesting motoring

Natal

THE Easter holiday week-end is always the occasion for a surfeit of motor racing at Pietermaritzburg, Natal. The Roy Hesketh circuit, on the fringes of the city, is the scene for a tremendous amount of activity, of both two-wheel and four-wheel nature. On 5th April, the Natal Motorcycle and Car Club staged the main event of its type in the Union—the Six-Hour Production and Sports Car Endurance Race. The Maritzburg track is not easy on cars and this race is therefore a thoroughly testing affair.

A Le Mans start was featured. One of the entrants, Ken Lee (Volvo) of Johannesburg, had to announce his withdrawal a week prior to the race. In brushing up on his sprinting for this set-off, he pulled a muscle. The car was left in the event, however, in the capable hands of Tucker and Renton. The Volvo was in one of the Sports Car Club teams. The race started at 2.30 p.m. and was spared any serious mishaps. The notorious Quarry Bend at the end of the main straight was the



scene of a collision between a DKW and a Simca. The latter car lost its windscreen, as did its two team-mates. Nevertheless, the trio stayed intact enough to carry off the make team award.

Handicapping was on the index system. The Tucker-Renton Volvo was running in the 1,300-1,600 c.c. class for saloons. Serious brake trouble hampered the efforts of the two drivers. The car has twin carbs. and is known to exceed 90 m.p.h. Ecurie Cockroach was represented, i.e., Denis Cockerell and Ron Wright, Durban Peugeot Special exponents, were racing. Cockerell shared a Peugeot 403 with Peter Huxtable, while Wright handled a Simca. In the 750-1,600 c.c. sports car group, the Sacke-Humphries M.G.A. was in and out of the pits, yet still did well.

On the Monday racing was resumed, but a hailstorm spoiled the fun. Parts of the track were well-nigh swamped. A short handicap for production cars and sports cars was held—a sort of consolation event for the not-so-successful drivers of Saturday, with some other not-so-ambitious entrants thrown in. Fair handicapping resulted in a win for Topman's M.G.A. comfortably ahead of Hall-Jones's Turner and Woodley's Lloyd, both the last-mentioned cars having run in the Six-Hour Race. The Lloyd put up a game fight and was only "taken" on the final lap, in the area of "The Sweep".

The next race was a 15-lap quarrel for racing cars, once again a handicap. Dick Gibson, of Great Britain, was driving his F2 Cooper and was one of many competitors who had to call in at the pits. His trouble began on lap three. Millea, another Six-Hour driver, was in his newly acquired ex-Peirce M.G., which he calls "Flo". The name did not help him, however. "Quarry Curve" almost caused his undoing. This is a 40 m.p.h. bend at the end of a 100 m.p.h. straight run. Millea approached too rapidly, skidded, corrected and found himself needing to correct the correction. Same old trouble. He got through, though, but his nerves must have been shot at. As the result of a good showing in a similar event on Saturday, Ecurie Cockroach were re-handicapped. The race was only decided in the final half lap. Love (Riley) won

from Kotze (Cooper-Bristol) and Serrurier (Speedy Engineering Special), both of whom were slower than the amazing ex-Jennings Riley.

The main race of what is sometimes referred to as Maritzburg's "festival of speed" was the "Coronation 100", over 20 laps of the brief circuit. This event counts for the national championship. It was, of course, a handicap race. None of the drivers who have put their feet on the bottom rung of the 1958 championship ladder came up in this Natal race, so it seems as if the 1958 championship will be closely contested between a band of good drivers, rather than snatched away by some outstanding competitor, as has been the case in the past few years. The "Coronation 100" was actually won by the limitman, Owen Pheasant, who has already established himself as a consistently successful driver of his 1,172 c.c. Ford Special. Pheasant also won a minor handicap on Saturday.

* * *

The two visiting drivers from Britain who competed in the Grand Central races held on Saturday, 12th April, by the Sports Car Club of South Africa, can look back on their day's racing each with contrasting feelings. Dick Gibson (F2 Cooper) must surely be pleased with his victory in the scratch section of the 1820 Settlers' Handicap. He defeated the D-type Jaguar and the phenomenal B-type E.R.A. of Jimmy Shields, albeit the latter car was running without third gear, as a result of a certain little misadventure at Pietermaritzburg. Denis Davis, on the other hand, can hardly feel satisfied after coming all the way here to put up a disappointing performance as a result of brake troubles.

This charity meeting was, like the previous week-end's affair at Pietermaritzburg, rather waterlogged. The 12th was a very wet day by Transvaal standards, the weather not keeping away too many spectators, however.

There were 17 starters for the Le Mans-start sports car scratch race. Among others, the Scuderia Lupini entry of an M.G.A. Fraser-Jones up, was scratched. The organizers had had to decide a few nights prior to race day whether to let the Jaguar and the Lotus run, in view of the International regu-

NATAL: Tom Lewis in the ex-Kington 3.5 Maserati, now fitted with independent front end, on the Mobil Sweep.

lations re hoods and windscreen wipers. The S.C.C. is very particular about small details, unlike other Transvaal clubs. It was decided that the two cars could compete, however.

Within a third of a mile the lead had been taken by Lionel Gilinsky (Howart Motors TR2). There was no rain during the race, but an early downpour had left the track more treacherous than ever, and this early leader spun off on the second bend.

A very potent "souped" Austin-Healey, that of Austin, now came into prominence, but one knew he wouldn't have a chance once de Villiers broke through the pack. Neville Austin was pulling well away from Gerst (TR3) and Pfaff (Austin-Healey 100M). By the third lap the Rhodesian Jaguar was in second place. There was a considerable distance to be made up.

On lap seven Tucker still led the Lotus Eleven Le Mans and Sacke's M.G.A. Stephanus Viljoen, whose Fairthorpe "1100" sports (entered by R. W. Evans Garage, Pretoria) had held eighth place on lap four, moved up to fourth on the ninth time round. He took this position off Lennox, one of the best Triumph boys. De Villiers had now increased his lead over Austin, until given the "go slow" signal. Easing up on lap 10 by most competitors was noticeable, the "Sprint Veloce" being the exception here. The low-slung red car was lapping at 65 m.p.h. and by the final lap reached a position 15 feet behind the Healey. The bigger car, however, only needed a slight degree of encouragement to shake off the bothersome insect. After the race, de Villiers expressed satisfaction with the D-type's handling under the conditions.

The number of scratchings from the next car event, the 10-lap scratch race for 1,400 c.c. racing cars, was appalling. The entry was reduced from 17 to seven. Consequently, the racing became mainly processional. "Flo", Alec Millea's M.G., complete with spanking new cream and green colour scheme and fancy new hubcaps (next step chrome trim?), was first away. Doug Serrurier, in the yellow, shark-like "Speedy Engineering Special", almost bit his rival's tail off while pushing him hard into number three bend, the "Nose". The 1,100 c.c. Climax-engined car passed the M.G. up the 100-yard hill after this corner of corners. After this, Serrurier was left in peace except for a challenge by Peirce (M.G.). Nevertheless, the "Speedy's" driver pushed his car unnecessarily hard, with telling results later in the day.

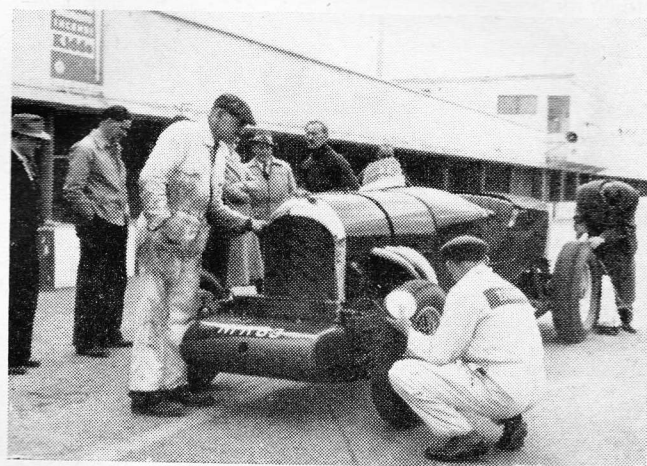
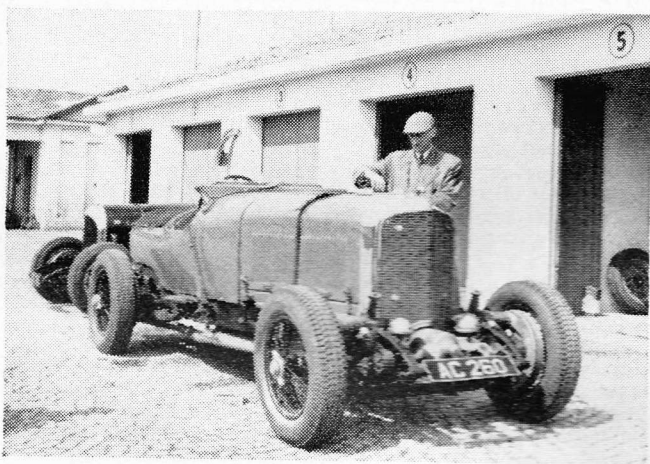
Eleven of the 21 entries in the 10-lap scratch race for racing cars of unlimited engine size failed to appear at the starting line. There was one extra competitor, however—Doug Serrurier. Many of the cars which had competed in the junior event were supposed to run again. Three of the fastest cars are owned by Rhodesians. They are Love's Riley, de Villiers's Jaguar and Shield's E.R.A.

On the first row were the "D" and Gibson's Cooper-Climax. Of course, de Villiers out-accelerated everybody, but from out of nowhere Fraser-Jones came up to grab second place. Shield was

(Continued on page 569)

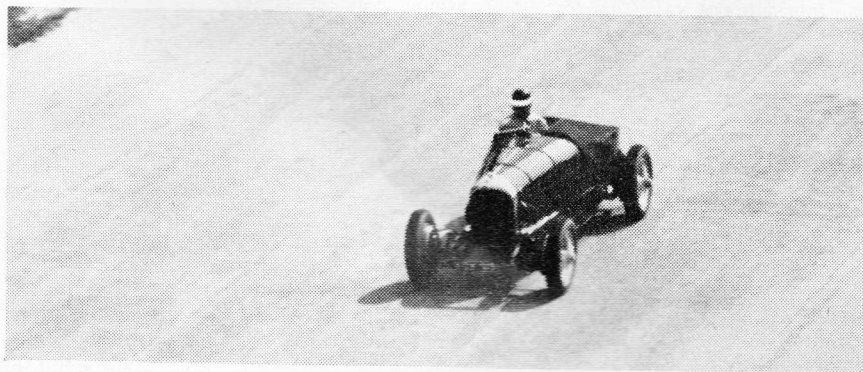
BENTLEYS at MONZA

Scenes at the recent record attempts at Monza Autodrome, by members of the Bentley Drivers' Club, with a trio of Vintage machines

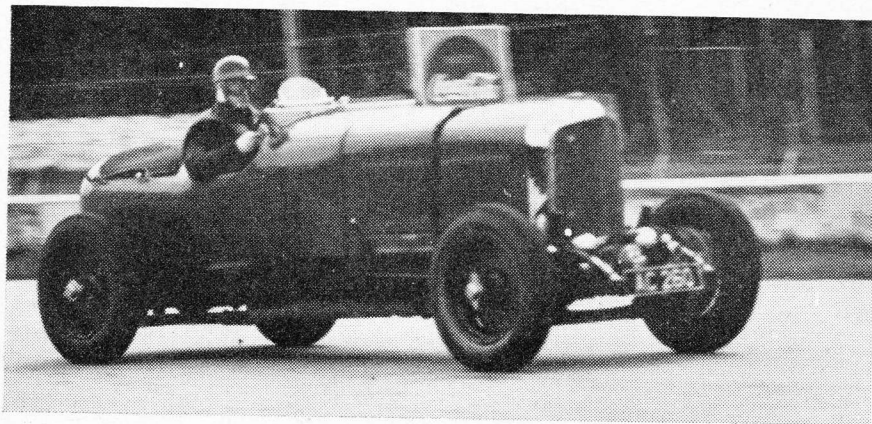


OUT on to the vast arena of the Monza high-speed circuit (top of page) goes Gerry Crozier in Stanley Sedgewick's Speed Six, which recorded a fastest lap at 119.5 m.p.h. The car is seen again (above) with its owner, George Burton (above, right) had trouble with a cracked block on his 4 1/2-litre car, seen as Dunlop men check the tyre pressures. The car is equipped with a de Dion rear axle, using mainly Bentley parts, and designed by Burton himself, but was unable to make an effective run.

★



★



WIDE OPEN SPACES traversed by Don McKenzie's 3-litre car (above), which covered 100 km. at 96.54 m.p.h. Valve trouble slowed both this car and the Speed Six (left)—the latter covering 50 km. at 110.27 m.p.h.—preventing the achievement of the principal objective of 100 miles in the hour with a Vintage Bentley. It is hoped to make a further attempt next year.

CORRESPONDENCE

Formula 1 Racing

I WOULD like to add my wholehearted support to the views expressed by Mr. Rodney Steel in your issue of 25th April that the next Formula 1 should ban blowers and alcohol fuel but should place no limit on engine capacity.

The present situation, where a Grand Prix can be won by a Formula 2 midget car with a bored-out engine, is threatening the whole of Grand Prix racing as a spectacle and a business proposition. I, for one—and there must be thousands like me—would not travel from London to Silverstone to see a major F1 race if 95 per cent of the field consisted of Formula 2 midgets with enlarged Climax engines—and I don't care who is driving them. And this situation is perilously close.

Chassis, suspension and brake design have advanced to the point where an increase in engine size could not possibly be considered dangerous. Furthermore, a "no capacity limit" Formula 1 would bring Formula 2 into its rightful place as an entertaining "second feature" dice in a race programme. But please, let's have a spectacular, noisy Formula 1 that will attract the crowds.

JOSEPH E. STURGE.

LONDON, N.W.3.

Advice Wanted

I HAVE for some time now been a very keen reader of your most excellent magazine. For the past couple of months now I have been thinking of building an A40 Austin or Ford Prefect special. I would be most obliged if you could find a spot in your columns whereby I could contact someone who has had experience with one of these "specials". I would also like to exchange books, magazines, catalogues, etc., with anyone interested in the sport on this side of the ocean.

W. F. MALIN.

R.R. No. 4, BOLTON,

ONTARIO, CANADA.

Continental Cancellations

I THINK that it is high time that something was done about these Continental clubs which every year take up pages of the International calendar with their events, only to cancel them. The enclosed letter is quite typical of about 80 per cent. of them.* It makes it extremely difficult for drivers to make their plans for the season. A few years ago, events which appeared in the calendar *took place*; now, apparently, the organizers have little intention of their doing so. It might be a good idea if every club cancelling an event in the International calendar should pay a forfeit of a set sum of cash. I had also intended to enter for the Rallye du Soleil, de Cannes—they wrote me a similar letter. Every year, nowadays, it is the same.

BETTY HAIG.

PETWORTH, SUSSEX.

*The letter notifies Miss Haig of the cancellation of the St. Ursanne-Les Rangiers hill-climb on 17th/18th May.—Ed.

The Chevrolet Corvette

I AM not in the habit of writing to magazines over trivial matters, let alone from across the ocean; usually I find nothing in your excellent publication upon which I am not in complete agreement.

I should like to point out that I am sports car fancier, and a genuine enthusiast. At present my father drives a Jaguar XK 140, previously a Riley drophead. I drive a 1952 Alvis.

While going through your Editorial of 7th March I found the Corvette referred to as "more of a high performance touring car than anything else". Upon introduction in 1953-54 the Corvette was regarded by sports car people as more or less a joke. In competition it was soundly "trounced" by Jaguars and practically anything else. 1955 saw it an even match for 120Ms and XK 140s, 1956 brought undisputed victory, and close competition with such machinery as 300SLs. Now, the "joke" has become undisputed champion in the production categories, and was only beaten at Sebring by factory Ferraris in the Gran Turismo section.

I do not know AUTOSPORT's definition of a sports car; how-

ever, if the Corvette is not, neither is the 300SL or Jaguar 120 and 140. If competition is the criterion, the Corvette must be considered a true sports car.

BOB SCHULHOF.

ENCINO, CALIFORNIA, U.S.A.

R.A.C. Rally

I HOPE the comments on this year's R.A.C. Rally by John Gott and Stuart Seager will not pass unchallenged.

Granted the marking system was grotesque and the regulations vague; that it was a mistake to suggest that $\frac{1}{4}$ inch maps were adequate; and that it was also a mistake to run small cars from Blackpool ahead of the large cars from Hastings; nevertheless those are no reasons for doing away with the road section as John Gott suggests.

I doubt very much whether Continental drivers are going to tolerate the tedium of cruising round Britain on A and B roads for four days and three nights at an average of 30 m.p.h. in order to visit a number of circuits. A rally is not a race as every set of supplementary regs. reminds us and I personally read with delight of cars equipped for racing and stripped of touring aids and necessities, which got bogged down as a result. Moreover, a good racing driver is not necessarily a good rally driver.

It is true that Britain has no Alps but the small roads of the West Country, Wales, the Lake District and the Pennines can provide as good a test of rally driver and production car. The problem is to avoid the difficulties of route finding. I think there are a number of clubs which have got over this problem and I think further that if 1 inch maps had been recommended and a little more time given in which to mark them up, this year's rally would have been satisfactory from this point of view.

The road section in a rally should be a good test of car and driver in good conditions, and very difficult in bad. If competitors judge that in good conditions the tests will decide and in bad conditions the road sections will decide, they can gamble on getting the conditions they want or else make a compromise.

In short, I think the Gott-Seager criticisms were justified when directed against the regs. and certain arrangements, but unjustified when directed against the type of rally which was planned. If we must change the type of rally, let us not change it in the direction of a series of sprint meetings for racing drivers in cars which are not called upon to undergo a thorough test on the road.

CHARLES KIMBER.

WARDINGTON, OXON.

HAVING read the heavy strictures of Messrs. J. Gott and S. Seager on the 1958 R.A.C. Rally Regulations, I cannot help feeling that, though many are justified, they have completely missed the point on others.

For instance, in the 1955 R.A.C. Rally, due to unexpected snow, the R.A.C. were faced with the embarrassing necessity of cancelling the results of the first night in Wales.

Now, the Regulation allowing a time control to be missed for 300 marks penalty eliminates a repetition of this, in that it places the initiative squarely in the competitor's hands, saying in effect: "If you get baulked and are likely to be more than 30 mins. late at the next control, for goodness sake—cut your losses, duck out of the rally, go like stink on main roads, and get back in again one or two controls further on—but on time."

This would also eliminate the sort of thing that happened to Gregor Grant in the Lyon-Charbonnières recently, where a piece of ill luck right at the start (being a late starter) put him out for good, due to closure of controls. Naturally, if you are less than 30 mins. late, there is no incentive to miss controls, anyway. I would be most interested to learn whether the R.A.C. agree with this interpretation.

I do very strongly agree to the suggestion of grading starting numbers according to experience, as we suffered very severely (as did Anne Hall—*inter alia*) from baulking by inexperienced and/or ill-equipped crews ahead in the mountain sections.

Incidentally, if Anne had acted on the above interpretation of Reg. 43 (a), I am sure she would have fared much better. No, if you enter a rally, you must play it according to the

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

rules—bucking the regs. wins no more rallies than, say, running out of road. There seems to be a general feeling that a rally should be determined on the road (*not* the tests), and this calls for Good Driving, Good Navigation—and Good Crew Management.

I suggest that, by and large, the 1958 R.A.C. Rally did just that.

J. HEARN.

ILKLEY, YORKS.

ON the strength of "It's Just Not Good Enough!" I think John Gott should be awarded at least an Oscar for the Best Policeman of the Year, and Gregor Grant another Oscar for publishing the Article of the Year.

The references to the London Rally are particularly appreciated, and I was gratified to find the article pulled no punches, so that little more need be said. However, I would like to mention the regulations of the Navigators' Club's Annual Rally on 3rd-4th May, which were drawn up before the R.A.C. Rally took place.

Among other features and variations to the Standing Supplementary Regulations of the R.A.C., either failure to visit a Time Control, or an approach from a wrong direction will entail the immediate exclusion of that competitor. This is a rally in which—(fair shares for navigators)—the navigator is the entrant, and we hope to avoid any other anomalies. Drivers—on your marks!

Let us at least hope that out of this some general changes may be made in the future when the occasion next presents itself. As John Gott says, these are in effect at least partially operated already by some progressive clubs to the benefit of the sport as a whole.

D. H. OAKLEY,
THE NAVIGATORS' CLUB.

LONDON, N.W.3.

JOHN GOTT, in his article "It's Just Not Good Enough!", named seven competitors in the R.A.C. Rally who received no penalty for not complying with the directions given in their Road Book or Route Card. I would like to point out that Robin Richards is mentioned as being one of these people, and as having finished 44th in general classification; in actual fact I finished 44th and should have been mentioned as one of these seven people. Obviously it has been an error on parallax as Mr. Richards was running just in front of me.

I would very much appreciate if you would point this out, as I think the effort of completing the whole course in the R.A.C. should not go completely unmentioned.

PADDY HOPKIRK.

BELFAST.

[Too true, Paddy; apologies to both parties.—Ed.]

European Rally Championship

GOOD wine needs no bush and my friend Johnnie Wallwork's rally record does not need bolstering by a claim, which I do not think can be supported, that he was the highest placed British competitor in last year's European Rally Championship (in Penn Portrait.—ED.).

In any case as his points were scored in the Tulip Rally, to that claim should certainly be coupled the name of Arnold Pownall, his co-driver. Very properly, the co-driver scores exactly the same points as the No. 1 driver—a point which is all too often overlooked.

However, by my calculations Jimmy Ray/Ian Hall have a better claim to the title, and, therefore, to the Tyresoles Trophy (present holder—Bill Bleakley). Both crews gained their points in the Tulip Rally. Neither finished in the first five places of General Classification, but each won his class. However, there were 24 starters in Wallwork/Pownall's class and 41 in Ray/Hall's. The former, therefore, score 5 points to the latter's 7.

Nevertheless—Fair Do's. The unofficial title still remains in the North and it's about time we Southerners did something about it. Peter Harper has served notice that we intend to!

JOHN GOTT.

ST. ALBANS, HERTS.

Correspondents Wanted

WE, the members of the Radioplane Sports Car Club, are desirous of corresponding with members of British and/or Scottish Sports Car Clubs with regards to Rallies, Gymkhanas and the like.

While reading of accounts of your sports car events (in AUTOSPORT, of course), we get the feeling that our events are

similar to yours, but enough difference exists to make one wonder if we aren't possibly placing too much stress on split second timing and instruction reading which does place a strain on the navigators.

We would like to run an event or two that carries a higher score for those drivers who like to dash about a bit.

Hoping to hear from our cousins across the ocean, we remain brother enthusiasts.

D. E. VAN-OLINDA,
RADIOPLANE SPORTS CAR CLUB,
17400 BLYTHE STREET, NORTHRIDGE, CALIFORNIA, U.S.A.

BOOK REVIEW

Title: **Aston Martin—The Story of a Sports Car.**

Authors: **Dudley Coram, Inman Hunter and F. E. Ellis.**

Size: **6½ x 9½ ins. 492 pp. Illustrations.**

Publishers: **Motor Racing Publications, London.**

Price: **50s. net.**

THE long-awaited book on the marque Aston Martin is an important addition to the ever-increasing list of motoring books, and will appeal to all enthusiasts, whether or not Aston owners or potential purchasers. Dudley Coram has compiled a most impressive volume, dealing entirely with the world-famous marque, from the days of Lionel Martin, up till its acquisition by David Brown.

Book One deals with the early history; as is now generally known, the firm of Bamford and Martin started in South Kensington as motor repairers. Later a Singer concession was secured, and, under the aegis of Martin, the concern began to turn out tuned editions of the popular "Ten". However, Martin always intended to produce a car of his own design; the guinea-pig was a 1908 Hispano-Suiza fitted with a 1.2-litre Coventry-Simplex engine. Successes with this little machine, particularly at the Aston-Clinton speed hill-climb, resulted in the name Aston Martin being applied to subsequent prototypes—and it was under this name that the earliest cars were built about 1921. The Bamford and Martin machines gained a great name in the races and speed events of the 1920s—a period which produced such famous cars as "Bunny", "Green Pea", "Razor Blade"; Aston Martin drivers such as Bertie Kensington Moir, Count Zborowski, Sammy Davis, H. S. Eaton, R. C. Morgan, George Eyston, Humphrey Cook, Clive Gallop, Eddie Hall, B. S. Marshall, J. Stead.

The early 16-valve engine is described, and a complete account of how the twin-o.h.c. "16-valver" of Ballot ancestry came into being is given, as is also the late Lord Charnwood's two-o.h.c. "eight-valver". Largely owing to the death of Zborowski in an accident at Monza, the fortunes of the admittedly struggling concern reached a low ebb, and a new company was eventually formed, the board of directors including the ex-Enfield-Alldays designer, A. C. Bertelli. Then followed the "Bertelli" period, during which cars such as the International, Le Mans and Ulster were produced—a glorious decade in A.M. history. The cars maintained the reputation of the Bamford and Martin cars for excellent workmanship and complete reliability.

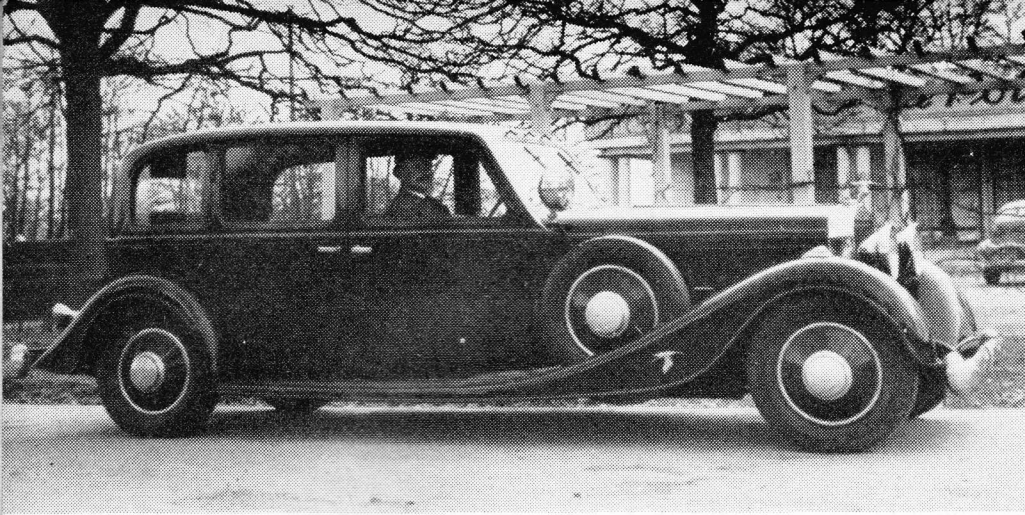
Period Number Three was the comparatively short-lived Sutherland régime, during which the 2-litre cars were first produced, concluding with Claude Hill's experimental "Atom". The story, up till then, is recounted by Hunter and Ellis, and a great deal of technical information is given concerning all the models.

The tale is then taken up by Dudley Coram, who relates how Hill and the late Jock Horsfall were mainly responsible for the design and development of the DB1, forerunner of the present series. The Spa races are described, and many an argument will be settled as to which cars Horsfall drove in which races.

Although there must, of necessity, be a certain amount of repetition, the chronological form which the book takes avoids annoying cross-references and a wealth of footnotes. The illustrations are exceedingly well-chosen, many of the post-war ones having been taken by AUTOSPORT photographers.

It must be admitted that, apart from Mercedes-Benz, no complete history of a marque has been done with such thoroughness as has been applied by Coram and his aides to "Aston Martin". As the story of a high-grade sports car it is unequalled, and for all time will be accepted as the "Bible" of the world-famous make.

G. G.



A Post-Vintage Thoroughbred

THE Hispano Suiza was a car of the highest quality. Before the first war relatively small machines were built, but in the 1920s the accent was very much on the carriage trade. A six-cylinder engine with an overhead camshaft was featured, constructed largely in light alloys, and the 6½-litre model in particular was quite a popular car in England. Really excellent four-wheel brakes were fitted, with a gearbox-driven servo of the type later adopted by Rolls-Royce.

In the early 1930s, a fabulous 12-cylinder Hispano of some 10 litres capacity was introduced. This model was frowned on by some purists, because it had an iron block and pushrod-operated valves. However, the "real" Hispanos were addicted to certain troubles, notably corrosion where the liners screwed into the aluminium block. The *douze cylindres* were therefore more practical if less glamorous.

Nevertheless, there were those who wanted an Hispano Suiza but who did not fancy the upkeep of a 10-litre engine. For them, the great firm built a baby car of 5.2 litres, consisting literally of half the "twelve" motor in a typical Hispano chassis. A 3.4 to 1 axle replaced the 2.7 "cog" of the bigger vehicle, but the three-speed gearbox retained its close ratios, which made first a very high starting gear.

Edouard Herriot, the Prime Minister of France, took delivery of one of these cars in 1935. It was a long-chassis limousine by Van Vooren, and it only passed through the hands of one other owner before being bought recently by Jabby Crombac. It is in superb condition, and is entirely original with only two exceptions. First, "higher" pistons have been fitted at some time, raising the compression ratio from 5:1 to 6:1. Second, a twin-choke downdraught Weber carburetter has replaced the updraught Hispano-Solex, simply by turning the inlet manifold upside down. These two alterations have appreciably improved the performance, but of far greater importance is the consequent reduction in fuel consumption.

Even this "small" Hispano is a big car. The wheelbase is around 12 ft. 6 ins., and the track 4 ft. 9 ins., while

IMPOSING: The head-on view of the Hispano is impressive indeed. Note the direct-driven dynamo and the famous radiator surmounted by the Guynemer Stork.

JOHN BOLSTER TRIES A 5.2-LITRE HISPANO SUIZA

the overall length is about 17 ft. 6 ins.! The six-cylinder engine has a detachable head and wet liners, just like a Citroën or a Vanguard. The bore and stroke are 100 mm. x 110 mm. (5.2 litres), and 125 b.h.p. was developed at 3,200 r.p.m. with the original low-compression pistons.

The engine is in unit with the three-speed gearbox, which it drives through a single dry-plate clutch. The change is central, and the ratios are 3.4, 5 and 6.8 to 1—a piece of lunacy that cannot be justified in an otherwise splendid car. Of course, one finds the famous mechanical brake servo on the gearbox, and there is a torque tube to the rear axle which articulates in a ball-joint on a cross-member, the short front shaft being open. The anchorage of the axle to the springs is through a single large Silent-bloc bush each side. The suspension is by semi-elliptic springs front and rear.

The body is a large limousine of superb dignity, and the rich upholstery in burgundy cloth is unmarked. On taking my seat behind the wheel, I at once felt at home, and the car seemed much

SMALL CAR! The 1935 Hispano-Suiza was regarded as a small car by the firm's standards. After all, it had only a 5.2-litre engine and an overall length of 17 ft. 6 ins.!

smaller from this position than it appeared from the outside. The big engine started instantly, and at once one realized that it was rigidly mounted in the frame. Indeed, the throb and tremor of the whole machine was more reminiscent of the "bigger bangers" of the early 1920s than of a 1935 design.

On moving off, the clutch has to be humoured to accommodate that high first gear, and it is impossible to restart on a hill without creating a powerful aroma of hot Ferodo. For instance, a traffic block in the Butte de Montmartre warmed the clutch up nicely. At peak revs on bottom gear (3,200 r.p.m.) the carriage travels at 41 m.p.h.

The acceleration is very fine, in spite

of the weight of circa two tons. A very light and easy gearchange, which rather unexpectedly has synchromesh on the two upper ratios, gives a fairly quick shift into second, on which the speed only increases to 52 m.p.h. After a longer pause, in goes the *prise directe*, and the great machine continues to accelerate powerfully. At a cruising speed of 50 m.p.h., the car is quiet and effortless, with lots of reserve power for overtaking or sweeping uphill. One can, in fact, maintain a speed as high as 60 m.p.h. all day, but above this the engine runs much less smoothly. Nevertheless, I was able to attain and hold a genuine 75 m.p.h., as a rough stop-watch test between kilometre stones confirmed.

The big machine handles better than one would believe possible, and the steering is astonishingly quick and light. On good roads, she rides well, but on the bumpy French byways one is made conscious of the rigid front axle. There is then a little pitching, and one could do with a bit more damping at the front

(Continued on page 561)



JOHN BOLSTER ALSO INVESTIGATES THE
SITUATION CONCERNING

The Fuel Companies and Formula 1

OWING to the great interest shown by readers in the recent fuel change for Grand Prix racing, I have been going into the matter very thoroughly. My enquiries have revealed a somewhat chaotic state of affairs, and they have also proved that we should by no means blame all the fuel companies for the perhaps inevitable, but certainly too precipitate, banning of alcohol mixtures.

I have the authority of Denis Druitt, of B.P., for the following figures. In 1957, B.P. were fuelling 80 per cent. of the Formula 1 cars, and Shell 20 per cent., approximately. Esso were not supplying fuel to any of the Grand Prix contenders. It can be stated definitely that B.P. were strongly opposed to any sudden change in the regulations, and wanted to continue on free fuel. Shell apparently made no move to support the change, and although Esso's spokesman was violently in favour of pump fuel for every sort of racing, this company was not really involved with Formula 1 at that time.

Yet the F.I.A., which is the international governing body, decreed a change from free fuel in December, to be effective during 1958. Obviously, this gave insufficient time for the teams to redesign their engines. It had been expected that such a ruling would come about, but the fateful decision was made absurdly late. Why was this?

The F.I.A. is a body of old gentlemen who represent most of the nations of Europe. Yet only two countries, England and Italy, produce Formula 1 cars. How absurd it is that non-racing nations can, and do, vote on such matters, of which they know nothing. The Swiss Government has outlawed motor racing for ever, yet the representative of the national club of Switzerland has just as much say as does our own!

Apparently the argument was put forward that speed would be reduced by the change, which was alleged to be desirable for reasons of safety. As Formula 1 has a marvellous record of safety under the present 2½-litre limit no reduction of speed was necessary. In any case, as the first Goodwood meeting has just shown, the petrol-burning cars are already faster than last year's alcoholic vehicles. Racing will continue to get better all the time, and lap records will fall at most or all of the circuits. That, however, is not the point.

The crux of the matter is that certain types of engine are much more difficult than others to adapt for petrol. To be more specific, the fuel-injection units are presenting a problem, and the time allowed has been catastrophically short. I personally approve of the use of petrol, but I think that free fuel should have been allowed until 1959. The change will eventually do good, because it makes racing developments bear a closer relationship to the car of commerce. Nevertheless, whether one is for or against, we cannot go back now.

It will be understood that the fuel is not actually pump petrol, but "Avgas" of 100/130 octane rating. High octane pump petrol is not, in any case, avail-

able in any European country except Italy and the U.K. So the fuel has to be expensively imported, and the Avgas is no more exotic than ordinary 100 octane "Super". It does give an appreciable benefit to the F1 cars over the sports jobs, which many people consider to be desirable.

The fuel companies do not present a united front, but it is certainly the view of B.P. that a healthy Formula 1 is indispensable to the future of racing. If

F1 fell by the wayside, the public support for all other forms of racing would soon collapse. Ours would become a second-rate sport, and it would cease to count, either as a spectacle or for advertising purposes.

I am glad to be able to present this postscript to the recent discussion in these columns, and I am grateful to Mr. Druitt for letting our readers have, for the first time, a really authoritative statement on the fuel question. This particular matter is now irrevocably settled, but it is up to us to insist that the mechanism of the F.I.A. be overhauled, so that only interested parties can in future have a say in these matters. Above all, the advice and help of the fuel companies involved should be sought right at the earliest stages.

...AND
DESCRIBES

More Dauphine Modifications

THE Renault Dauphine is a small French economy car of no great performance. However, it responds particularly well to tuning, because it is both lighter and better streamlined than its competitors. "Hotting up the Dofe" is a very popular hobby nowadays, as the large volume of letters that I receive demonstrates. I have written various articles on that subject, as a result of personal experience.

In addition to increasing the performance of the engine, one can also tackle the chassis parts. The independent four-wheel suspension is excellent as it stands, but various improvements can be made for very fast driving. One of the simplest of these is the fitting of shorter helical springs. This both lowers the car and brings the rear swing axles up to a more advantageous angle for cornering. An examination of photographs of successful Renaults, such as the winners of the Tulip and Monte Carlo rallies, will show this slight lowering and the negative camber of the rear wheels.

Once again, it is the enterprising Ken Rudd, of Worthing, who has made this conversion available to the British Dauphinists. You take him your little motor car and £15, and in a very short time he returns it to you with four shorter springs and that purposeful lowered look. Of

course, the Bolsterian Dauphine was one of the first to get the treatment, and it is now scuttling around appreciably closer to the ground.

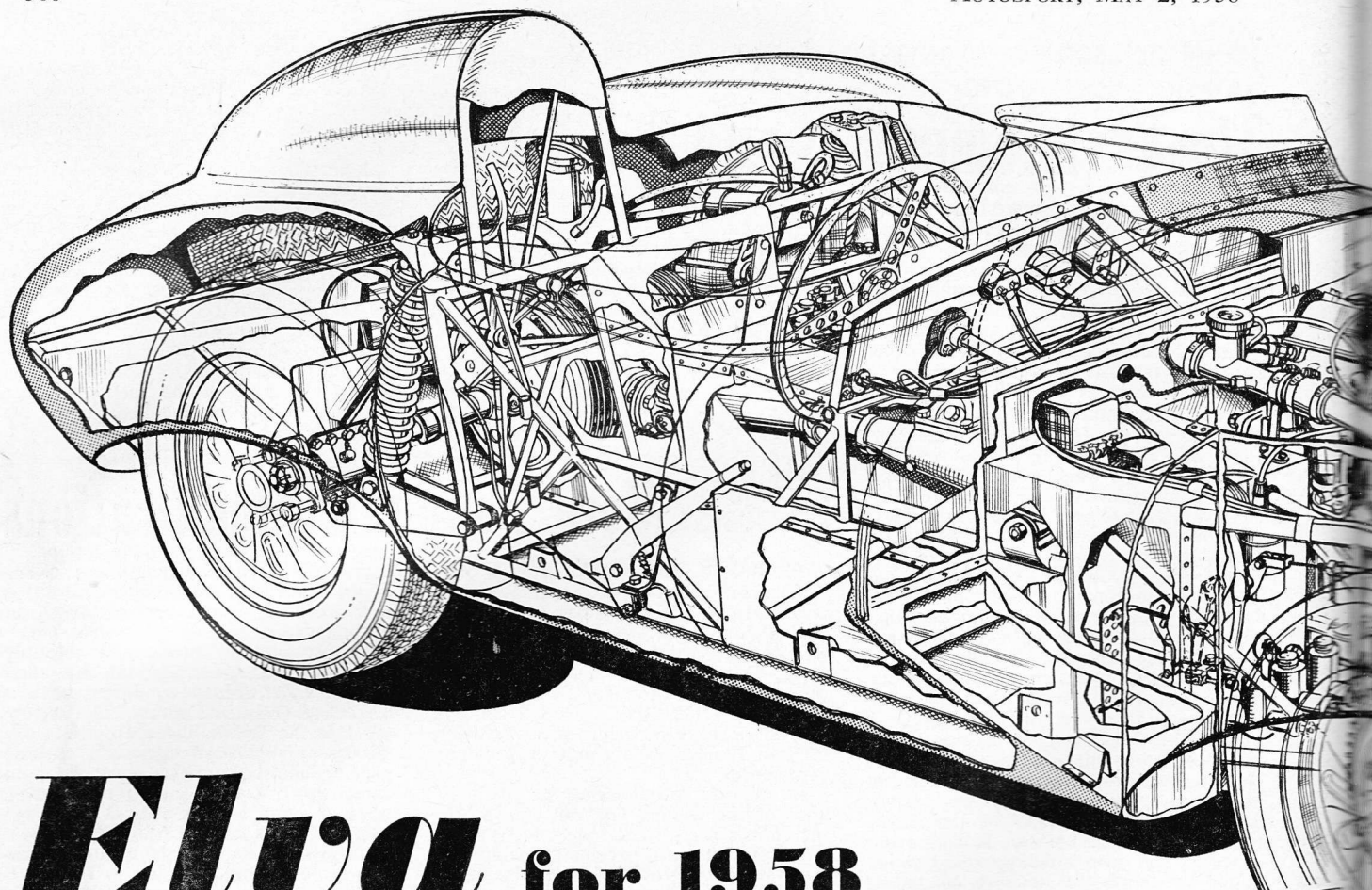
The cornering power is certainly perceptibly increased, and the car seems steadier under difficult conditions, such as traversing gusty side winds. The springing feels harder at low speeds, but one notices no difference at normal cruising gaits. The body does not appear to come down on the bump stops, even when the car is driven hard on rough country lanes. As a worthwhile improvement at a moderate price, this modification can be recommended.

While my Dauphine was at Worthing, Rudd's also fitted a high-lift camshaft and bigger liners and pistons, to give a capacity of 903 c.c. instead of 845 c.c. These parts were supplied by Pierre Ferry. At the time of writing, the engine is not fully run in, but the improved liveliness is already very evident. At around 30 m.p.h., my car in top gear will easily out-accelerate a standard Dauphine in second gear. The performance, in fact, is of a different order altogether.

For the French family man, who habitually overloads his car and runs it on near-paraffin, the standard Dauphine is ideal. For us press-on types, however, a visit to Rudd's is more than worth while.



LIGHTWEIGHT trailer for racing cars is produced by the Progress Chassis Co., of Edmonton, London, and costs £72 or £79 10s. with lights and all accessories. It weighs 328 lb. and can carry a car weighing up to 12 cwt. The jockey wheel can be extended to bring the trailer into a drive-on loading position; the car shown is, of course, a Lotus Elite.



AUTOSPORT
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Elva for 1958

AS tried out by John Bolster earlier this year, the Mark III Elva-Climax is developed from the Mark II which Archie Scott-Brown drove last year, but is appreciably lighter. The multi-tubular space frame is suspended in front on tubular wishbones, and the rack-and-pinion steering box is a new Elva component. Drum-type Lockheed brakes may be specified, the 2 L.S. front brakes operating in 10 ins. x 2½ ins. Alfin drums, which are turbo-finned. The rear 9 ins. x 1½ ins. drums are inboard

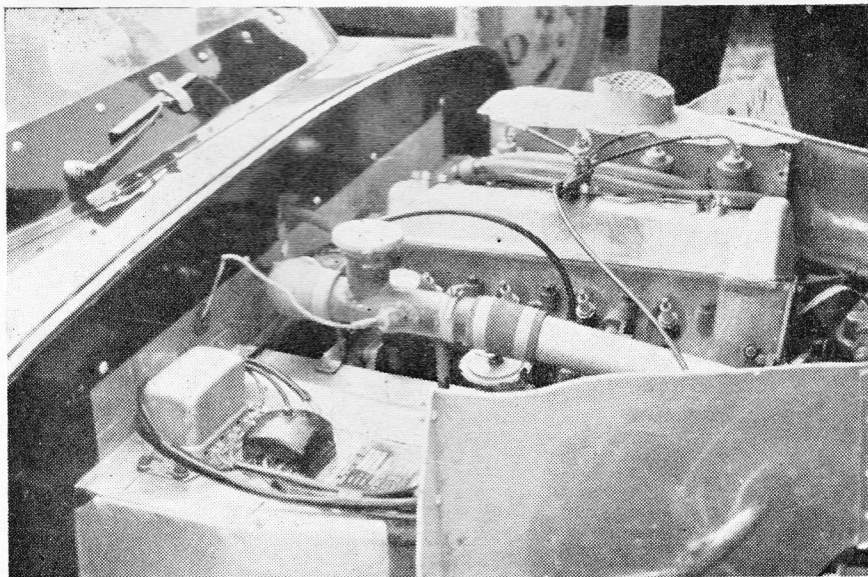
mounted, and Mintex linings are used. Alternatively, Girling discs may be specified.

At the rear, there is a de Dion axle, with twin trailing arms each side, 12 ins. long. Lateral location is by a roller race running up and down a channel. Compared with last year's car, the rear roll centre is 1 in. lower. The rear wheels now have two degrees of negative camber instead of the previous half degree, and the front wheels have two degrees of positive camber instead of

being vertical, with three degrees of caster angle instead of two.

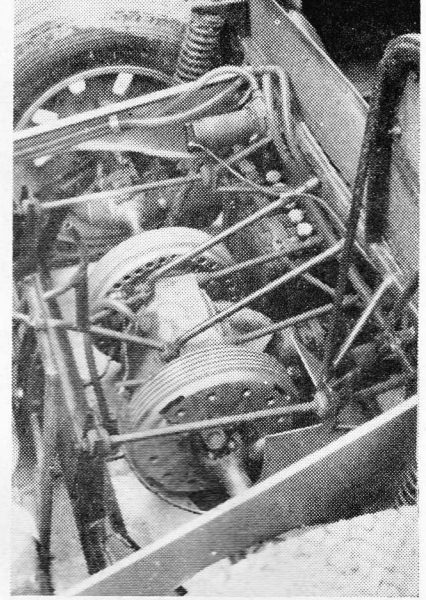
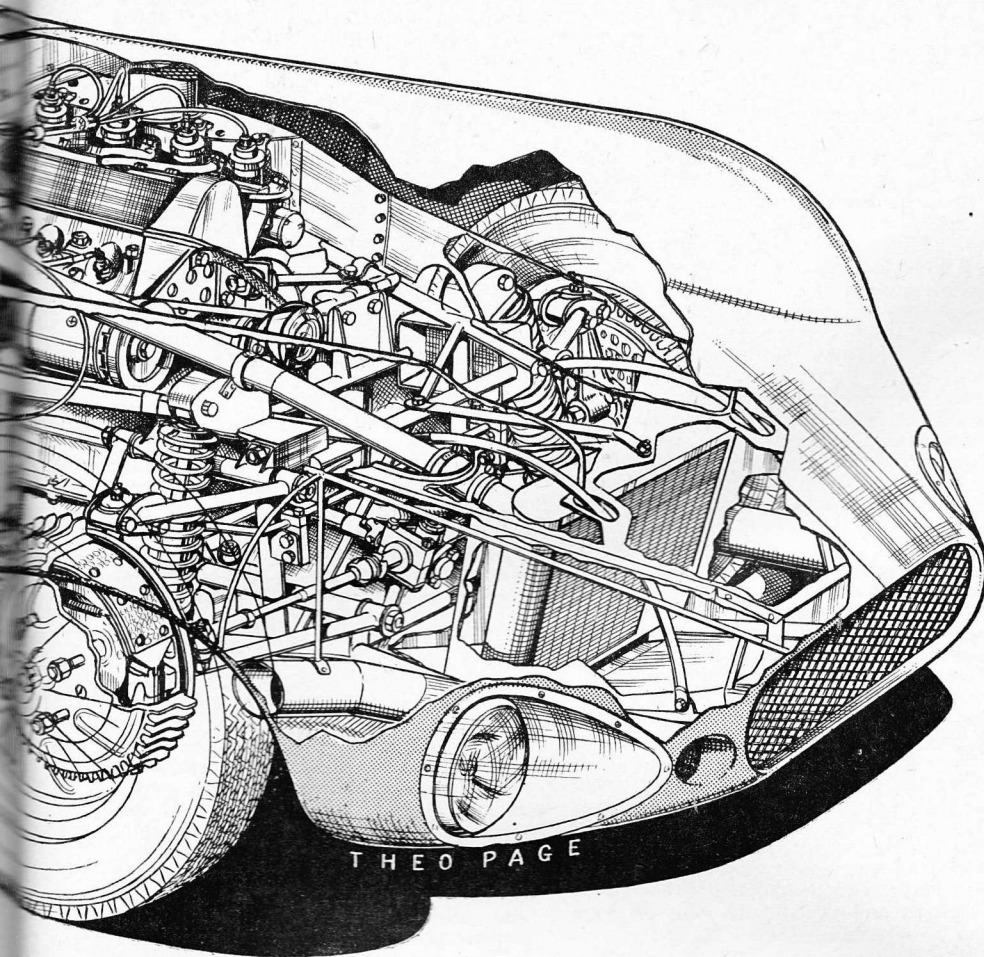
The helical spring and damper units are by Woodhead-Monroe, and although knock-on wire wheels may still be specified, a new type of magnesium casting, with a bolt-on hub, saves 9½ lb. per wheel. The 15 ins. rims carry 4.50 ins. tyres in front and 5.00 ins. behind. The chassis-mounted final drive unit may be had in alternative ratios of 5.1, 4.9, 4.5, 4.2, or 3.7 to 1.

Coventry-Climax engines, of 1,100 c.c. or 1½ litres, may be specified, with M.G. gearboxes with special close ratios. The radiator is a Galloway, and there is no header tank, the piping having sufficient capacity to perform this function. Fuel tanks of various capacities may be supplied in light alloy. The good-looking body is constructed to Appendix C specification in 20 gauge NS4 light alloy. The tubular chassis reinforces the driver's head fairing to constitute a roll over crash bar, which is compulsory in the U.S.A. The usual sort of Appendix C hood is supplied. The wheelbase is 7 ft. 1½ ins., and the track 4 ft., with a weight of just on 8 cwt.



POWER UNIT is fashionably tilted to one side, but is readily accessible. No header tank is employed in the cooling system, the piping being adequate and enabling the filler to be brought back near the "bonnet" opening.

REAR SUSPENSION is de Dion with a complex system of locating arms. The rear drum brakes are mounted inboard.



Post-Vintage Thoroughbred—continued

end. However, the long wheelbase contributes to the comfort of the passengers.

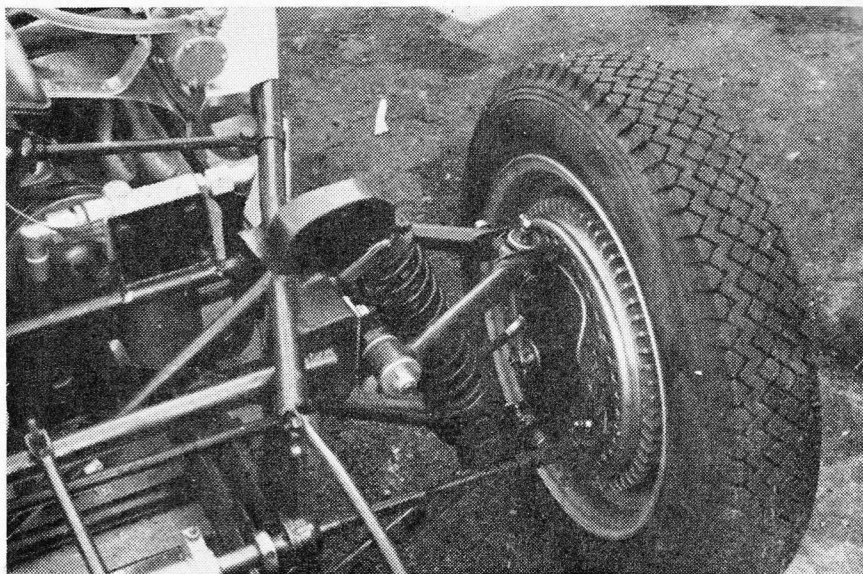
Having regard to the great weight, the brakes can only be described as sensational. They are smooth and extremely powerful, and give absolute confidence at all times. As the Hispano devours the miles, the driver gains a sense of well-being from sitting behind that famous bonnet, its radiator surmounted by the Guynemer Stork. This emblem is in memory of France's flying ace of aces in the first war, Capitaine Georges Guynemer, for he had it painted on all the Hispano-engined planes of his *espadrille*. This particular car is remarkable in having the bird depicted on its front mudguard valances, as well as above the radiator.

I have a soft spot for a good vintage car, and although Jabby's Hispano Suiza is post-vintage in date, it is pure vintage in conception and execution. Thus, I revelled in all the nuances of its performance, especially as I was obtaining this enjoyment in its country of origin. It is possible that I visited parts of Paris in the Hispano to which it never penetrated when it belonged to the Prime Minister, though of that one cannot be certain. On the open road, my exuberance was a little damped by the knowledge that the very large tyres are both scarce and *très cher*. Incidentally, it costs 75,000 francs per annum to insure the car in Paris, third party only. The petrol consumption is reasonable at around 15 m.p.g.

The cult of driving historic cars is one of those things that defies logic. For some, the vintage sports car is the answer, but it is not a sociable vehicle, especially on a cold, wet night. In the Hispano, Jabby can share the epicurean pleasures of a vintage car with his friends, even if they are not of the duffle-coated, "tough" variety. Besides, even French girls are not at their best when they are wet and cold. This Hispano Suiza is a most desirable possession, and I am so glad that it is being preserved in such good condition.

FRONT SUSPENSION is by fabricated tubular wishbones and helical springs enclosing telescopic dampers. Drum brakes are employed, well finned for cooling.

An exclusive Theo Page drawing



A SHARPER RAPIER

Rally Impressions of the Much-improved Series II
Sunbeam Rapier — Winner of the R.A.C. Rally

By STUART SEAGER

No, we're not trying to claim that we won the R.A.C. Rally—far from it—but the car that George Phillips and I used for that rugged event and in which we covered nearly 2,000 miles, was virtually identical to the one which Peter Harper drove to such good effect. In common with the cars in the official works team, ours (No. 170) had been prepared by the Rootes Competition Department, and although it had been put together carefully and tuned to concert pitch, it was (like the others) running as a Standard Production Touring Car, and Appendix J allows no "souping-up" in this category. Ours, therefore, was a "good" standard example, and our personal impressions of this model under rally conditions may be of some interest.

Right at the outset let me say that by means of a few quite subtle modifications, the Series II Rapier has been improved out of all recognition over the earlier model. When the Rapier first appeared, it was nothing more than a super-de-luxe Hillman Minx; a very pleasant touring car, but entirely lacking the sporting character which its name and fully equipped instrument panel suggested. Even the introduction of the twin carburettor version, although improving the performance, did not compensate for the soft suspension, steering which was incredibly heavy at low speeds and somewhat vague at high, and a steering-column gearchange which was scarcely justifiable in a car with two quite separate front seats.

Steering and suspension being closely allied, let us take these features of the new car first. The simple worm-and-peg steering gear of the Series I has been replaced by a Burman recirculating ball steering box. The considerable reduction in friction has enabled the steering gear ratio to be raised and the castor angle to be reduced. Now, the car is rock-steady at speed, with none of the earlier wandering tendencies, whilst in town one just flicks the car round a street corner without the two-handed struggle which used to be called for. The difference is quite amazing, and the best thing that can be said about the steering is that one no longer notices it at all. The front springs have been considerably stiffened and firmer damping is employed. Admittedly the rally cars had Armstrong heavy duty dampers fitted, but there was scarcely any roll on corners and the whole machine felt taut and firm. On the circuit tests it felt perfectly balanced and could be "drifted" readily—as it could on packed snow as

well! There seemed to be just the right amount of understeer.

The brakes on these "works" cars were fitted with Mintex M20 linings, and after careful bedding-in, were very good indeed—again, they did all that was required of them, and one cannot say more than that.

This general ease of control is greatly helped by the already excellent driving position and control layout. I have always felt very strongly that a car design should start with the driving seat, then the steering wheel and control pedal positions, before anything else, and that seems to have been done here. Each front seat is large and comfortable—though not "bouncy"—and the back is at a good angle, although it seems a pity that it is not adjustable for rake, as is done quite simply on many of the cheapest Continental cars. It is slightly curved and gives reasonable lateral support—quite adequate for road use—although for the circuits a little more positive location would have been desirable: Peter Harper had a proper racing bucket seat fitted, but that was for exceptional conditions.

The wheel and pedals are placed squarely in front of the driver, the wheel being reasonably near the vertical; none of this nonsense with steering columns that are angled sideways and/or steeply downwards, with offset pedals as well, which all too many cars seem to have nowadays, and in which one has to sit sideways and stretch and twist to drive the intolerable things!

The instruments, with their clear, round dials, are delightfully easy to read, although it is almost impossible to reset the trip recorder on the AC speedometer, as the knob is so inaccessibly placed. (This is a silly little fault which is common to most British vehicles; on some German cars the trip is reset instantly by a single pull of a knob on the dash.) The powerful wind-horns are operated by thumb pressure on the full

horn ring, without moving the hands from the wheel-rim: no awkward groping for a button in the middle of a "dished" wheel. The other minor controls are well distributed to avoid confusion, but the lighting switch is not handy enough for headlight flashing at night, and the Comps. Dept. had fitted an excellent little stalk-type flasher switch projecting from the dash near the right hand.

Unfortunately, the general enthusiasm I had for this car could not be extended to the gearbox. Maybe we had a faulty one, for other examples seem to have inspired different reports; however, ours suffered from being very stiff to engage and yet had easily beatable synchromesh. Also, the new floor-mounted lever was too short and one had to stretch down for it, while the enormous mushroom-shaped knob was awkward to grasp and in moments of stress tended to come off in the hand! However, it is a step in the right direction to have a lever working directly instead of through a maze of jointed rods, and these minor faults will no doubt be cured.

I don't think it's just a personal fad, but the only types of four-speed gear-change pattern I have been happy with are those in which reverse is "bottom right". This seems by far the most natural position, for it brings reverse diagonally opposite first, which makes for quick and faultless "shuttling" when parking—or doing rally tests!—and avoids the undesired engagement of reverse at other times. I was sorry to see that on the Rapier, reverse is "bottom left", against a spring. It is not by any means the only car to have this layout, but it always proves exasperating. Quick changes between first and reverse are impossible with any degree of certainty, and in changing down from third to second in a hurry, it is all too easy to go straight into reverse, as we both found several times on the Rally. On the other hand, the "bottom right" reverse position is almost foolproof.

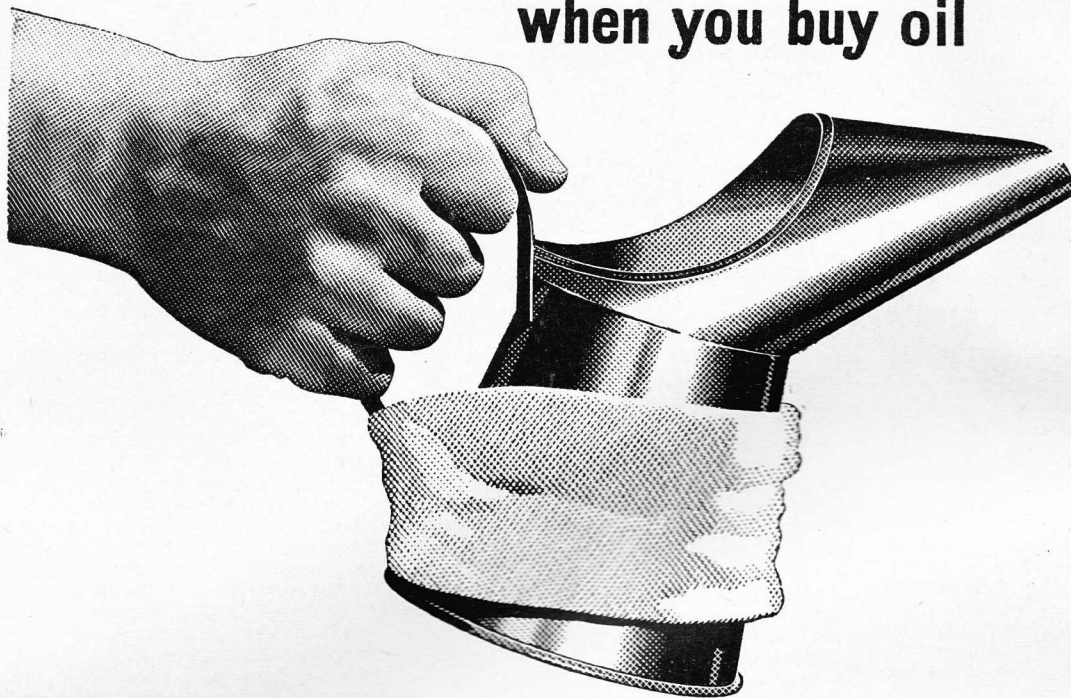
The gear ratios themselves on the new Rapier still leave much to be desired. Ours was an overdrive model, and the top four ratios are superb (third, o.d. third, top, o.d. top). They are nicely spaced now (on the earlier model o.d. third was almost identical to normal top) and providing the speed is kept up, there is "a ratio for every purpose". However, for some reason, overdrive

(Continued on page 564)



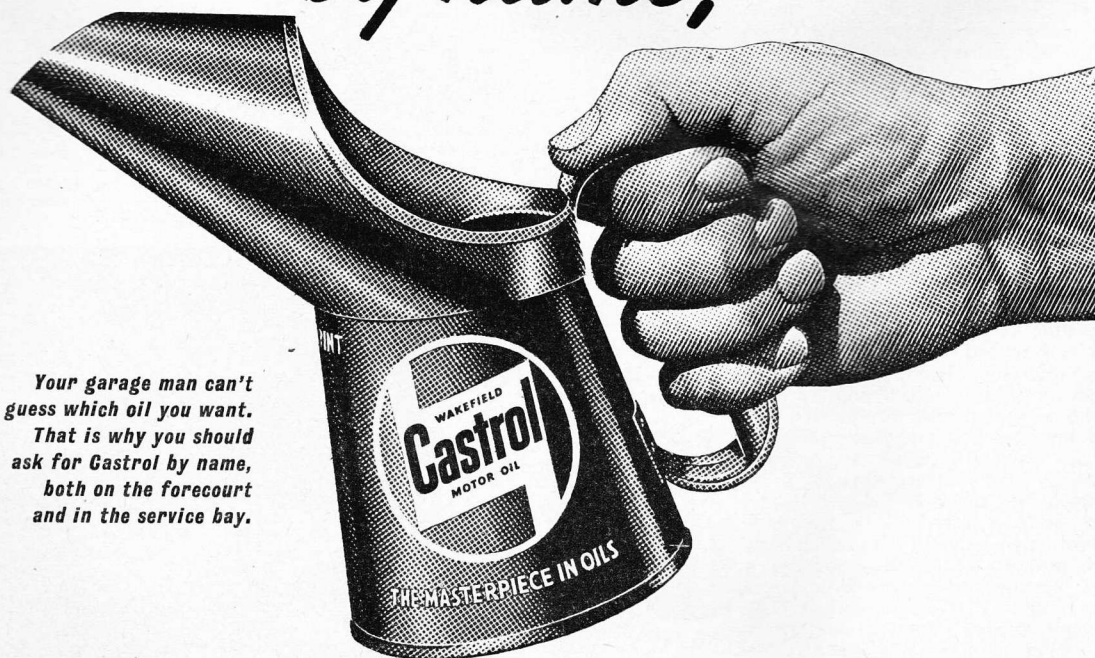
IN ACTION during the Blackpool test in the R.A.C. Rally, the AUTOSPORT Rapier accelerates away from a pylon turn. We found the new model handled outstandingly well, and apart from the gearbox, we could find scarcely any points of criticism in the whole design.

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A Sharper Rapier—continued

does not operate on second gear and there is a vast abyss between it and third. Time and again we needed overdrive second desperately and it just wasn't there. It was like having a step-ladder with a rung missing. First and second gears are both very low, first being definitely an "emergency low", and both ratios could be raised considerably. Incidentally, the clutch was rather "soft" and reluctant to take hold quickly on getaway or after a gearchange.

The overdrive switch is now in a very convenient position on the steering column, where it can be operated with a finger of the right hand whilst changing gear with the left.

Performance is, of course, improved with the bigger engine, but what is particularly noticeable is how much more easily it goes about its work. The axle ratio has been raised, so that the engine does not rev. so hard at cruising speeds, and various minor improvements have been made to sound insulation, with the result that at around 70 m.p.h. the greatest single source of noise was the wind swishing round the radio aerial! It really is a remarkably quiet and effortless means of transport; even the exhaust has been silenced further than on the previous model.

Summing up, then, aside from the gearbox I found the new Series II Rapier a most enjoyable, satisfying and untiring

car to drive under competition conditions. In out-and-out speed tests it may not have *quite* the initial acceleration of some rivals, for it is not lightly built. It is fully equipped and most comfortably furnished; in fact it is a thoroughly *civilized* motor car and yet it handles almost like a true sports machine. Styling is very much a matter of personal taste, but in that, too, I consider the new treatment a great improvement on the old.

Yes, distinctly a *sharper* Rapier—and these technical improvements have been brought about directly through the enthusiastic Rootes' competition programme, under the direction of Norman Garrad.

BRUNTON HILL-CLIMB

D. R. Good (Cooper 1100) makes B.T.D.

ON Sunday, 13th April, the S.W. Centre of the B.A.R.C. held their 17th hill-climb at the tricky Brunton course. Although the date was the 13th, the club was lucky in a very large entry, and fine weather. The fly in the ointment was a bitter wind that cooled the ardour of the spectators (and the writer!) on the higher slopes.

A crowded paddock, plus extensions, showed a selection of interesting cars. Among the saloons, Mrs. Beryl Neate's late entry of a pretty cream Alfa Veloce caused a sharp drop in Class 2 hopes among the other hopefuls. B. S. Palmer's vintage-looking Riley housed an A.C. engine under the bonnet. John Shutler's famous Invicta had a different colour scheme, while an attractive and interesting car was Donald Monroe's Hudson-engined Skinner. The sports classes were very well supported, and among those that caught the eye in the paddock were the ex-Havard Lotus-Bristol, shared by H. Hamblin and C. Mitford, newly painted in a pleasing shade of pale blue, while P. H. G. Cottrell's ex-Cliff Davis car of similar make showed traces of its Welsh home by daffodil, and the Welsh Dragon, in red. The famous Cripps Special was present, but was a regretted non-starter. Racing car classes were unfortunately poorly supported. A non-starter here was Patsy Burt's Formula 2 Cooper.

The small saloons set the ball rolling and, after a few fairly sedate ascents, R. J. Waters fairly rocketed up with a red Dauphine, and annexed the class record with 35.20 secs.

Class 2 brought forth Cuff Miller's potent Ford, which had quite an enterprising slide on the higher slopes, and took a new record with 33.24 secs. His success was short-lived, however, for Mrs. Neate's Alfa Veloce shot off the line like a bullet, drifted through the narrow lower slopes, and fairly streaked to the top, raising quite a murmur from the crowd. The resulting time of 29.80 secs. was a real crack at the record, and startled quite a few folk. The blue Borgward was handled by father and son, S. and I. R. Hunter, the junior member getting the laurels by a close margin, with 33.21 secs. against 33.37 secs. Ron Cooper's familiar and hard-driven Riley did what must be its hundredth trip up Brunton, in 31.32 secs., but this time wasn't in the money, for P. J. Harris's very potent-sounding Ford

did 29.24 secs. though not beating his own class record. John Shutler's Invicta is always worth watching on Brunton, appearing to have only about three inches to spare on either side on the first bend. This doesn't seem to worry Mr. Shutler, who threw the vast device about with abandon, and recorded a smart 30.84 secs., not as fast as his record of 28.50 secs.

J. Burke's Porsche got through the bend at a prodigious rate and did a very rapid 27.18 secs.

Among the sports cars, the familiar Coles-M.G. cleaned up Class 8, with a most rousing engine note, and a first run in 30.30 secs. J. R. Gibbs's red Dellow looked a real handful, and D. L. Hebditch held a "hot one" on his "Grayford", but did 30.79 secs. notwithstanding.

The 1,901-2,750 c.c. class was the best supported, and brought forth some very close competition. Down below things got a trifle slippery, and K. Y. Twisk clipped the band on the inside, while J. Dashwood's Frazer-Nash had a rousing power slide. J. R. Rudd made a faultless start, and drifted the bottom bend magnificently, with the familiar hard 'Nash note echoing all round the hills as he accelerated over the line, to record 25.59 secs.

The Morgans of J. F. Looker and J. B. Banbury were excellent, and made some very good ascents around the 27-sec. mark. P. G. H. Cottrell's Lotus possessed a tremendous engine note, but deposited a long oil slick on the road at the start. H. Hamblin made a very neat run in 26.57 secs. and did a second trip in 25.73 secs., which gave him B.T.D. by a B.A.R.C. member.

David Good made no mistake about the racing class with his Cooper, and his 24.67 secs. was a second outside his class record.

The second half of the programme was run "in reverse", to allow the more temperamental machinery to have another go while still warm. B.T.D. came up with another rapid climb by Good, improving things to 24.11 secs. A lot of people knocked off the odd fractions, notably Banbury and Looker, who both recorded 27.86 secs. Dashwood's rapid Frazer-Nash, with 26.28 secs., and J. R. Rudd, with a class-winning 25.36 secs. Ashley Cleave's beautiful Morris Spl. cleaned up Class 9, with 29.14 secs. Of the saloons, only three people improved upon their first runs, E. Brown's Jaguar, with 27.79 secs., P. B. Odoni's Ford, with 29.85 secs., which tied with Palmer's Riley-A.C., and Mrs. Neate, who dealt Class 2 another mortal blow with 29.49 secs.

A. HOLLISTER.

Results

Best time of day: D. R. Good (Cooper 1100), 24.11 s.

Saloon cars up to 950 c.c.: R. J. Waters (Renault), 35.20 s. 951-1,400 c.c.: Mrs. B. Neate (Alfa Romeo), 29.49 s. 1,401-1,900 c.c.: I. R. Hunter (Borgward), 33.21 s. 1,901-2,750 c.c.: P. J. Harris (Ford), 29.24 s. Over 2,750 c.c.: J. A. Shutler (Invicta), 30.84 s. Closed cars, over 2,000 c.c.: J. Burke (Porsche), 27.18 s.

Sports cars up to 950 c.c.: G. V. Coles (M.G.), 30.30 s. 951-1,400 c.c.: W. A. Cleave (Morris), 29.14 s. 1,401-1,900 c.c.: A. J. Targett (M.G.), 30.02 s. 1,901-2,750 c.c.: J. R. Rudd (Frazer-Nash), 25.36 s. Over 2,750 c.c.: P. L. Farquharson (Allard), 26.64 s.

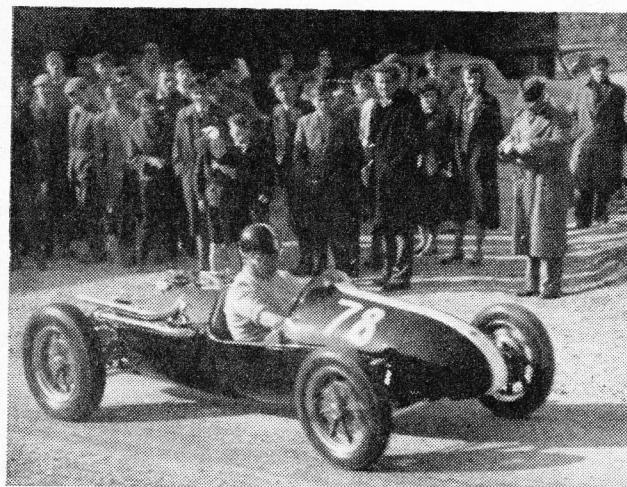
Sports-Racing cars up to 1,100 c.c.: P. S. Banbury (Elva), 28.88 s. 1,101-2,000 c.c.: R. Ryce (Lotus), 26.47 s. Over 2,000 c.c.: A. M. Park (Tojeiro), 26.57 s.

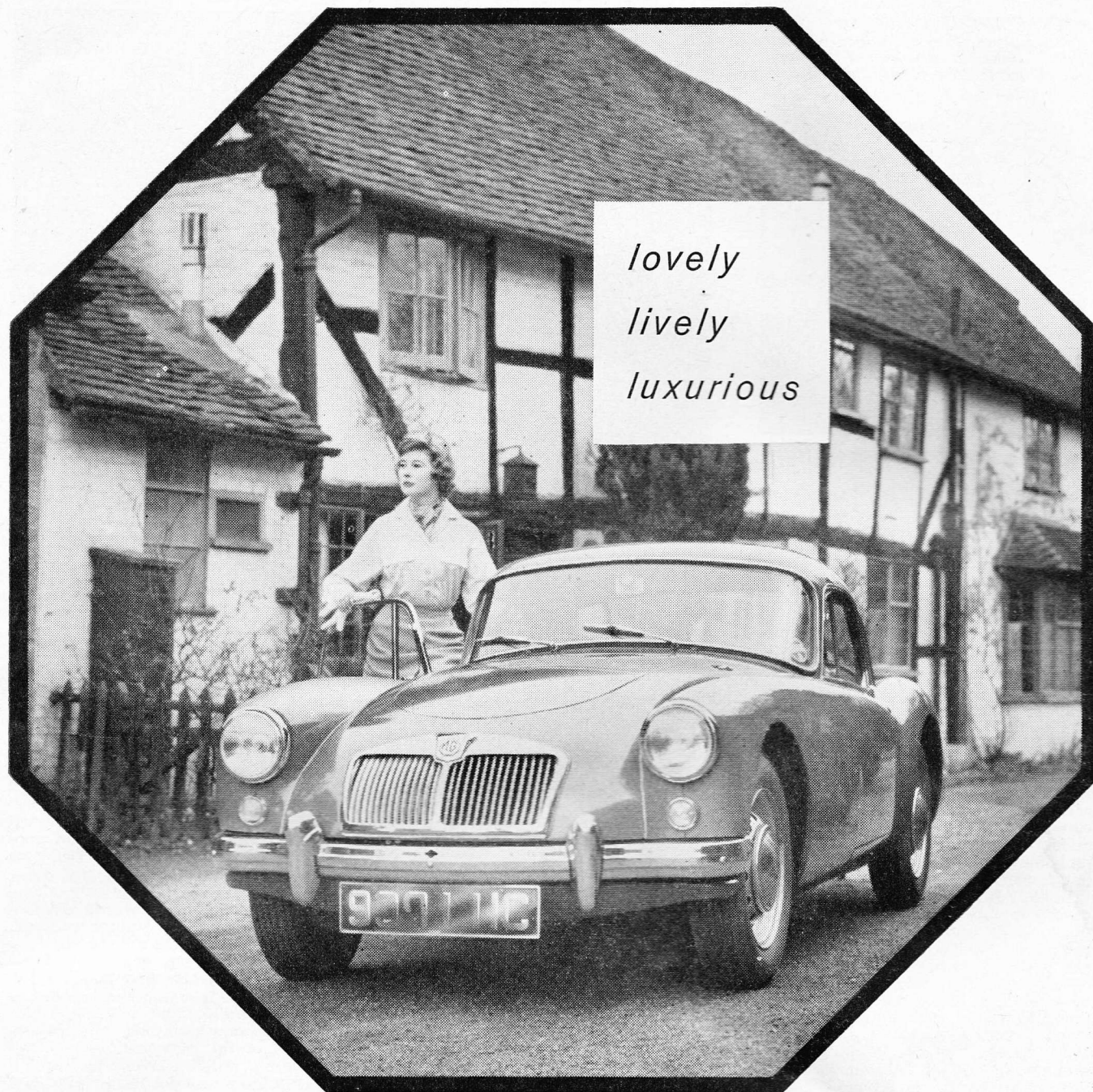
Racing cars up to 500 c.c.: W. C. Cuff (Hells Hammers), 27.96 s. Over 500 c.c.: W. D. J. Roscoe (Cooper), 25.26 s.

★

GOOD SHOW! Best time of the day was put up by D. R. Good in his Cooper 1,100. His time of 24.11 secs. was half a second outside his own class record.

★





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ACCOMPANIED by his great friend Stuart Turner, Ron won the Bolton-le-Moors Rally in his own TR2 beside which he is seen in this photograph.



No. 44—RON GOULDBOURN

DURING the period 22nd February to the 15th March this year, Ron Gouldbourn, driving his own TR2 and accompanied by navigator Stuart Turner, won outright the big Bolton-le-Moors Rally, first prize an Austin A35, then in a works Standard Pennant was second in the R.A.C. International event and a member of the winning team, thus placing himself in the very top flight of this sphere of competition motoring.

How was this done? Well, there are three main reasons: firstly, Ron Gouldbourn is a magnificent driver, possibly the most accomplished test artist competing today; secondly, in Stuart Turner he has a navigator second to none; they have driven together for years and know each other's every move; and last, but certainly not least, the payment of strict attention to rules and regulations and to the immaculate preparation of the car in question.

In 1951 Ron, a Stoke-on-Trent garage proprietor, specializing in small high-performance cars, became a founder member of the North Staffs Motor Club; and with a TC won their first event, a driving test. Then when the Club went on to Rallies, Ron Gouldbourn quickly found his métier, winning more than his share. Aiming high, he entered the *Daily Express* of that year and came within "half an inch" of winning same! From that day up to around 1954, he entered and drove in every Northern event gradually gaining more and more experience.

Just about this time he met and teamed up with Stuart Turner, of whom Gouldbourn says, "Not only I consider him to be one of the finest navigators in the country", thus beginning a partnership which remains unbroken to this day. Up to and including 1956, the pair had outright or class wins in such events as the London, Lakeland, Jeans, Morecambe (where Ron still holds the record for the Monte-Morecambe test!) and many others.

That year came a Monte Carlo. Ron, with Vernon Cooper and Bill Holland, made the attempt in a Mk. 7 Jaguar, ran out of brakes in the Alps but just finished within the time allowance.

Nineteen-fifty-seven saw Ron Gouldbourn the Gold Star winner, events including the London, the Rally of the Dams, and the Plymouth, the year bring-



PENN PORTRAITS OF NORTHERN SPORTING PERSONALITIES

ing a further unofficial record, that of the making of B.T.D. in the tests of seven consecutive rallies. As for 1958, well we know all about the start of this year!

Born in 1915, Ron Gouldbourn is single. During the war years he was an inspector of armoured cars and tanks. Hobbies are talking motoring and keeping fit. Favourite car is the TR3 and event the Welsh Rally Y—Gogledd—Cymru. He is a committee member of the North Staffs Car Club, and intends this year to do a full programme at home and abroad.

Ron Gouldbourn's suggestion for the improvement of our sport naturally deals with rallies, and apart from being good, sound advice, is both new and novel. This is what he says: "In British events there is a surfeit of good, tending to expert drivers, but there is an equal dearth of experienced navigators. I would suggest that there is an opening for those who wish to take up our sport on the navigation side, plenty of rides are available to trained personnel. To this effect my own club have introduced a series of five training events, starting from the simplest type and working up to produce all likely snags so to be

found, and as Stuart is at the helm, anyone passing out should be quite capable of tackling any British event."

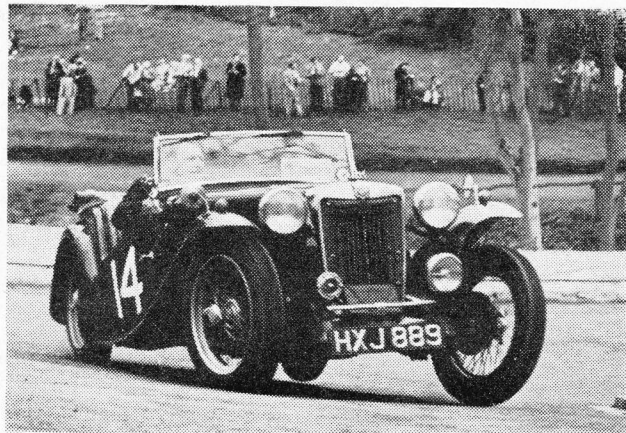
The incident questions brought the following: Funniest—"In the '56 Monte, halting to refuel in a French village, I retired to *Boîte d'Homme sur la derrière du jardin* and on opening the door to come out was confronted by one of the largest and fiercest canines I have ever seen, and quite simply, he did not want me to leave. Repeated horn-blowing from the crew, who were out of sight, produced no effect and confusion was rampant. At last, the proprietor, alarmed by all the noise, came on the scene, 'belted' the hound and all was well, except that my co-drivers were ribald in the extreme about my being frightened of a 'little dog'."

Most disappointing was in the *Daily Express* of 1951, his first major event. Ron was leading up to the last test, a reversing kerb parking affair, in which both nearside wheels had to be within one foot of the pavement, he was half an inch out, which just cost the "lot".

Lastly, Ron Gouldbourn's own personal ambition, to make a success of Continental rallies—somehow, I think he will!

FRANCIS PENN.

★
FOUNDER MEMBER: (Right) Ron is shown here in his M.G. TC at one of the North Staffs M.C. meetings at Prescott in 1951.



★

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EVERY ENGINE'S BEST FRIEND



Club News

By MARTYN WATKINS

ANOTHER of those interesting film evenings has been held by the **Epping Forest Motorsport Association**, this time on two occasions at Lambeth Town Hall, London, S.W.2. Main film of the evening this time was the Mercedes-Benz one, *The Three-Pointed Star*, but this was only part of a full-length programme that included no fewer than 10 items.

An interesting part of the presentation was the use of sound effects: to get the audiences into the right mood from the word go, the recorded sound of a Lotus Eleven was heard—making a delightful noise which really set the scene for what was to follow. Then, about half-way through the evening, came something called *Interlude at Watkins Glen* which consisted of the recorded sound of a sports car race in America, a crash, the arrival of ambulance and fire tender and so on. All very effective—especially in the early part.

The Mercedes film is thoroughly well worth seeing: part of it is in colour—the largest part in fact—and others are in sepia and black and white. It records the complete history of the German firm and many shots of great motor-racing historical interest are blended in. Of more recent times, there are sequences from the 1939 German G.P., the 1952 Carrera Panamericana, 1955 Mille Miglia and G.P. events at most of the world's major circuits. The latter part of the film deals with the "works" end of things and there are pictorial, full-colour visits to each of the Mercedes factories, showing phases in the construction and testing of cars and commercial vehicles.

Another fine film shown at the E.F.M.A. evening was of the 1957 Le Mans—the race that might be called "the green year". From every point of view a resounding triumph for British machines, there are many fine shots of the victorious Jaguars and Lotuses. The rest of the programme was well filled in with a variety of films ranging from the comic to the technical, the latter being represented by a feature on automatic transmissions which failed completely to convince me that I want one! All in all, another very good show.

I AM told that members of the **Cambridge University A.C.**, as usual, will be present in force at Le Mans willing to wield a stopwatch or spanner, signalling board or anything else for anyone who should happen to want one wielded. If anyone has a job for these keen people, Tom Threlfall, the secretary, is the man to get in touch with and you can get hold of him at Caius College, Cambridge.

See you all at Silverstone—enjoy yourselves!

A NAVIGATORS' section of the **Anglia and Prefect O.C.** is to be formed and a meeting to this end will be held at the Abbey Hotel, North Circular Road, Perivale, N.W.10, on 8th May, at 7.30 p.m. On 11th May is the club's Pilgrim rally, entries for which close



BEST PERFORMANCE in the Midland A.C. Birmingham Post national rally was made by D. Holland and D. Phillips (Morris 1000), seen at the end of the third test in which they made b.t.d., thus ensuring victory in the rally.

on 5th May. . . . **Allard O.C.** holds a closed sprint and two-lap match race meeting at Snetterton on 11th May. . . . **Midlands M.E.C.** hold a closed sprint at Mallory Park on 18th May, starting at 2 p.m. There are classes for saloons, sports, super sports and racing cars. . . .

Coming Attractions

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

May 4th. Mont Parnese International Hill-Climb, Greece. *Bugatti O.C. National Hill-Climb, Prescott, near Cheltenham, Gloucestershire.* Start, 12 noon.

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

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

May 18th. Monaco G.P., Monte Carlo. *B.R.S.C.C. Race Meeting, Brands Hatch, near Farnham, Kent.*
Alvis O.C. "Alvis Day", Crystal Palace, London, S.E.19. Start, 10 a.m.

London M.C. holds a closed trial on 4th May, starting from Burghfield, near Reading, at 10.30 a.m. The club is also organizing the annual safe driving trials at Hendon aerodrome on 11th May. . . . Regulations are available from Douglas Johns, 48 Reading Road, Woodley, Reading, Berks, for the **Eight Clubs** race

meeting at Silverstone on 7th June. Eligible are members of the member clubs and entries close on 17th May. . . . Free admission tickets to the **Maidstone and Mid-Kent M.C.** Silverstone meeting on 10th May may be had from L. G. Riley, Rilco Glass Co., Ltd., P.O. Box No. 27, Maidstone, Kent. . . . Regs can be had from Leslie Wilson, **Midland A.C.**, 4 Vicarage Road, Edgbaston, Birmingham 15, for the Shelsley Walsh national hill-climb on 7th June. Entries close on 14th May, and gas turbine cars will, it seems, be admitted. . . . **Birmingham Y.C.M.C.** has held its annual general meeting and secretary is P. J. P. Barwell, 12 Fox Hill, Birmingham 29. Next event is a closed rally on 11th May. . . . **B.A.R.C.** have a closed hill-climb at Firle, near Selveston, Sussex, on 1st June, entries closing on 19th May. Secretary of the meeting is W. T. Robins, 64 Seaside Road, Eastbourne, Sussex. . . . **Leicestershire C.C.** holds a closed rally on 11th May, entries closing on 8th May and going to W. B. Hercocck, 14 Hinckley Road, Leicester. . . . **Westmorland M.C.** holds a hill-climb at Barbon Hill, near Kirkby Lonsdale, on 17th May, a qualifying event for the junior hill-climb championship. Invited clubs are Blackpool and Fylde M.C., M.G.C.C., B.R.S.C.C., V.S.C.C., A.M.O.C., B.A.R.C., Cumberland S.C.C. and Midland A.C. Entries close on 5th May and go to J. H. Lafone, Russell, Storrs Park, Windermere. . . . **Jersey M.C. and L.C.C.** hope to hold sprints on the lines of the Brighton Speed Trials in early September. Part of the Jersey International road race course will be used. . . . **Marconi A.C.** holds a restricted rally on 17th May for all invited clubs who may have accepted the invitation. Start is at Chelmsford and distance about 130 miles—entries close on 12th May and go to K. F. Manser, 4 Lynmouth Avenue, Chelmsford. . . . A special award for the fastest time by a
(Continued on facing page)

Commonwealth Roundup—continued

behind him, then came Gibson. On this occasion de Villiers led by a few lengths at the conclusion of lap 1.

Thus it continued till the finish line. "Big Jimmy" held his advantage over "Little Jimmy" while Johnny Love made a lap in 1 min. 53.4 secs. behind them. The Cooper-Porsche had slowed after some "grassy" incidents and dropped back. Gibson, whose car was reportedly experiencing gearbox troubles even before race day, did not finish in the first five. He was obviously taking it easy in readiness for the main race.

The line-up for the 1820 Settlers Handicap, the 30-lap main race of this International meeting, was more or less intact. A disappointing withdrawal was that of Tony Kotze (Cooper-Bristol). An unusual entry was that of Fiat exponent Harry du Toit. For these races he had placed a Velocette "500" motor in a Berkeley. Pole position was held by Gibson with de Villiers and Serrurier completing the front line. The credit-lap system was in force, under which all cars set off together, but all have different distances to cover. Usually only the official battery of lap scorers know what is going on when the race is run this way.

Gibson, looking very young and intent, got off first. Fraser-Jones once again demonstrated the excellent acceleration imparted to the Scuderia Lupini car by the new engine, which is as yet untouched. He beat the D-type to corner number one, Members'. Dave Hume's oldish Singer "1500" was left at the back, belching smoke. Pits for him at the end of lap one. The Velocette engine certainly wafted the midget Berkeley out of the "Nose" at a reasonable gait, at very low revs. into the bargain.

By the time they shot under the wooden cross-over bridge for the first time, the red and black Jaguar was ahead of Fraser-Jones. The Cooper-Climax was already travelling very fast, no doubt with a view to keeping away from yonder thundering monster "6", which Gibson seemed capable of doing all of a sudden. Talking of monsters, the 24-year-old E.R.A. was fourth. Its owner is very slightly built and sports a truly posh bristling moustache. It is said he hated face growth till he bought the "B" from de Villiers.

At the start of lap two, the Berkeley faded out after the "Nose". Dick Gibson was leaving everyone behind. Shield moved up to within 15 feet of the

Jaguar. Love, the third "fast boy" from up north, was in the pits, never to return. The E.R.A., drowning even the Jaguar as far as noise went, was giving chase as if it had an insatiable hate for its unblown rival. Compared to the other cars, their acceleration was too fast for the eye to follow, except in jerks. The leader of the pair had been having brake trouble. Shield almost rammed the Jag's streamlined tail several times in trying to get ahead. Small though he may be, Jim Shield handles the brute masterfully.

On handicap, leaders were Woodley (TR3) and Lennox in the earlier Triumph. With a good chance in the handicap, they were definitely driving to maintain their head start, running dangerously close behind hard-braking specials on some bends. The very-modded Protea sports, with Fergusson controlling, was well behind them and it was obvious that they would break his 50 secs. advantage. "Fergy" and Gibson were among the aces who had the high-speed Devoty's Curve taped. In fact, Fergusson was one of the few who was genuinely drifting through. The bigger cars found trouble with the smoothly surfaced bend, which happens to the banked the wrong way (!). In their frantic struggle, the two most powerful cars were moving towards Gibson. A pits signal made him hustle a bit. On lap 11 Shield tried very hard to squeeze past the sports car, but no go. He had been taking to the grass verge of late and the car's tail became blacker and blacker from the exhaust tube, almost as if the stain expressed an immense anger.

Lap 16 was the one when at least one Rhodesian heaved a sigh of relief. Shield got past at the same spot where he hadn't made it before. It was all because de Villiers went wide on a fast bend. Now, within a single lap, a hundred yards was opened up between the two countrymen. Next stop, Gibson?

Incidents were coming aplenty. Lennox spun, or rather did a half-spin, on the "Nose". Not enough to lose him his position. The Protea lost its exhaust pipe. Serrurier was getting round with only two healthy cylinders. Gibson had blood on his face—a cut from a flying stone. Miss Jean Humphreys positioned her Triumph nicely ready to take the sharpest corner (yes, the "Nose"), but cut off Hartman at the same time. No bumping, goodness only knows how. Alec Millea was involved in a similar incident with the same girl on the "cooling off" lap. He lost one of his fancy

hubcaps while clipping her fender.

But Jimmy could not make up the advantage luck had given Gibson through allowing him to rid himself of the sports car at the very beginning. The British driver was not slow to admit his good fortune, especially as he was not perfectly happy about the "1500's" tuning.

Before spectators started the home-ward dash, they were treated to a 10-lap saloon car handicap. P. Golisch was handling an Abarth-equipped Volkswagen, which turned out to be slightly speedier than a Morris "1000". Star turns were Tucker's Volvo Californian, which nobody seems to be capable of handicapping "out of it", and Boyden in the Alfa (saloon?).

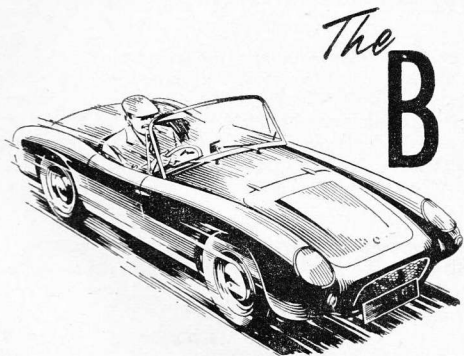
The charities did very well out of this meeting, despite the fact that the watery conditions kept away about seven or more thousand. The Club had insured for £4,000 against a certain amount of rain falling. The gamble paid off.

N. R. WHITEHEAD.

Club News—continued

750 or 1172 Formula car will be presented for the Romford E.C.C. sprint at Snetterton on 25th May. . . . **Veteran C.C.** holds its spring Eastbourne rally and timed run on 10th May and its Calne rally on 31st May. . . . **Welsh Counties C.C.** hold their "Little Rally" on 5th May, starting at 7.30 p.m. from Museum Avenue, Cardiff. . . . **Camel Vale M.C.** holds a closed rally on 18th May. Regs are available from E. C. Holman, Pendewey, Bodmin, Cornwall. . . . **De Lacy M.C. of Pontefract** "Seven Dales Rally" will be held on 10th-11th May, entries closing on 6th May. Secretary is Mrs. P. Bellamy, 70 Ferrybridge Road, Castleford, Yorks, and invited clubs are Combined Universities, Lancashire A.C., Yorkshire S.C.C., North Midland M.C., B.A.R.C., Knowldeale C.C., M.G.C.C., B.R.S.C.C., Airedale and Pennine M.C., and Huddersfield M.C. . . . **Mid-Surrey A.C.** holds a sprint at Brands Hatch on 11th May, invited clubs being Mid-Thames C.C., Bentley D.C., Surrey Sporting M.C., Riley M.C., M.G.C.C., Bexley L.C.C., Malden and D.M.C., and Healey D.C. Entries close on 5th May and go to Mrs. O. Richmond, 154 Wickham Avenue, North Cheam, Surrey. . . . **Fiat C.C.** holds a "luncheon run and scavenge hunt" on 11th May, starting from the George Hotel, Melton Mowbray, Leics.

More Club News overleaf



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Club Charterhall

FORTUNE smiled on the Winfield Joint Committee at Scotland's first motor race meeting of the season on the Charterhall circuit last Sunday. There was an interesting diversity of machinery. Tom Dickson was in impeccable form and collected a hat-trick. Some good motor-cycle racing was made particularly lively by the appearance of Bob McIntyre and Alistair King. The sun shone high over the circuit all day and making it a truly Royal occasion was the presence of the Duke of Kent, who was whisked round the circuit by Jock McBain in the Border Reivers D-type Jaguar and then did a couple of laps on his own. We noticed that the Duke was vastly interested in the personal transport of ex-Ecurie Ecosse driver Jimmy Stewart. This was a spanking new Jaguar XK 150 which he sends along in sharpish fashion and we reckon if Jimmy had been having a go on the circuit his polished style would have been a lesson to some of the new boys. We do not make this remark in particularly critical fashion although some of the drivers were obviously feeling their oats, but this was forgivable at the beginning of the season and as well as a certain amount of exuberance there was also some nice steady driving.

The car racing opened with an eight-lapper for sports cars up to 1,200 c.c. and up to 1,500 c.c.—the classes being run concurrently. There was the usual mad pound round Lodge Corner with M. J. Wayne (Elva) and J. M. Richmond (M.G.A.) bouncing off each other. The Lotus of M. Templeton looked good and came round in the lead in the first lap, so that we thought it might give Tom Dickson's mount a run for the money. It was not to be. Dickson was firmly in the lead by the end of the second lap and couldn't be shifted. Jimmy Blumer (Lotus) then proceeded to take Templeton and Johnnie Higham (Lotus) indulged in a fascinating fracas with J. Mackay (Lotus), while R. D. McCutcheon (Lotus) made regular excursions into the scenery to add to the general gaiety. The Lotus-M.G. of A. J. Ridy went remarkably well and H. Thompson handled a TR2 very capably.

A straightforward eight-lapper for sports cars up to 2,000 c.c. was a procession led by Dickson and Blumer, but as he swept through Kames Curve, round Paddock Bend and up to Tofts

Turn, Dickson was a treat to watch. Ridy's Lotus-M.G. fell off the lap chart in the second lap and by the fifth G. L. Crozier's nicely turned out Veritas-BMW lost its oil pressure. Elliot's Lister-Bristol was disappointing but A. D. M. Dobbie and R. Dickson provided interest with smartly driven TR2s and Johnnie Higham was in at the death.

Ten 500s were poor consolation for some of the big fields of these we have seen on this circuit but at least they stood up for eight laps with only M. Graham's rather exuberantly handled Cooper-Norton passing out with seizure. The trio G. Chippindale (Cooper), R. T. Spreckley (Cooper) and A. E. Liddle (Cooper) provided constant entertainment but we reckon that if newcomer P. A. Simpson in Ninian Sanderson's old Staride-Norton had been driving with a healthier engine he might have been able to upset the form.

A terrific mixture of Lotuses, Austin-Healeys, D-type Jaguars, TRs, and M.G.As turned out for the eight-lap race for racing and sports cars over 501 c.c. For the first four laps Jimmy Clark, in the Border Reivers D-type went screaming after Tom Dickson. He might have got in front had he not overdone things a trifle at Lodge, banged a marker and spent precious minutes freeing his front wheel from the bodywork. As it was Jim Blumer took up the chase with his Lotus while Ted Evans and W. A. Thompson had a wonderful combat at the rear with their Austin-Healeys. The Johnnie Broadhead Jaguar was being driven by champ, cyclist Reg Harris, who used the marker drums at Tofts Turn as a wiggle-wobble test, finished up by spinning the car in the sixth lap but kept the head and got back into the groove again smartly. The Templeton Lotus was occasionally harassed by A. Ensoll (Jaguar) and Johnnie Higham but, after Harris's spin, settled down solidly and took third place.

Final event was another free-for-all with sports cars of 1,501 c.c. to 3,000 c.c. and those over 2,000 c.c. running concurrently. Don't ask us who figured this one out but there were cars in the same race competing in both classes. This time Reg Harris was a lot steadier in the D-type but J. Somervail, in the Border Reivers car, was well away from him by the second lap and had a very easy win. This time the Lister-

A Hat-trick for T. Dickson (Lotus)

Bristol went well while on an occasion when there was a chance of an award it was W. A. Thompson's Austin-Healey that beat the Ted Evans' car. Jimmy Clark was driving Scott Watson's Porsche in this one and seemed to have learned yet another trick, for although he was sending the car along jolly quickly, he did so in sensible fashion. G. R. A. McArdle had a very willing vintage Riley but we did miss the big Bentleys and the Vauxhalls of Ronnie Millar and Pat Melville. However, we had but little cause for complaint as the meeting was club sport at its best and most enjoyable. All the day needed to highlight things was a fit match for Tom Dickson, but we have no doubt that he will arrive in due course. "AENEAS".

Results

Sports Cars up to 1,200 c.c.: 1. T. Dickson (Lotus 1097); 2. J. Blumer (Lotus 1098); 3. M. Templeton (Lotus 1100). **Speed:** 78.8 m.p.h. **1,201 to 1,500 c.c.:** 1. J. Higham (Lotus 1215); 2. A. J. Ridy (Lotus-M.G. 1489); 3. H. Thompson (TR2 1991). **Speed:** 73.6 m.p.h. **Up to 2,000 c.c.:** 1. T. Dickson (Lotus 1097); 2. J. Blumer (Lotus 1098); 3. J. Higham (Lotus 1215). **Speed:** 78.8 m.p.h.

Racing Cars up to 500 c.c.: 1. G. Chippindale (Cooper); 2. R. T. Spreckley (Cooper); 3. A. E. Liddle (Cooper). **Speed:** 72.4 m.p.h.

Racing and Sports Cars over 501 c.c.: 1. T. Dickson (Lotus 1097); 2. J. Blumer (Lotus 1098); 3. M. Templeton (Lotus 1100). **Speed:** 79.8 m.p.h.

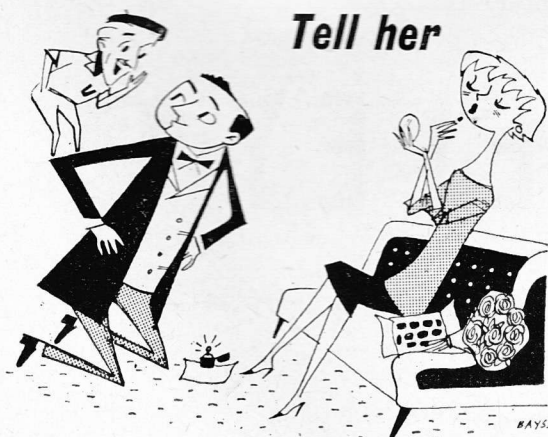
Sports Cars, 1,501 to 3,000 c.c.: 1. F. Elliot (Lister-Bristol); 2. W. A. Thompson (Austin-Healey 2660); 3. R. E. Evans (Austin-Healey 2660). **Speed:** 73.8 m.p.h. **Over 2,000 c.c.:** 1. J. Somervail (Jaguar "D" 3442); 2. R. Harris (Jaguar "D" 3442); 3. A. Ensoll (Jaguar 3442). **Speed:** 77.0 m.p.h.

LONDON M.C.

AT the annual general meeting of the London Motor Club on 22nd April. Mrs. Nancy Mitchell was elected president for the coming year. The chairman, Mr. Derrick Scott-Job, read a message from Mrs. Mitchell saying how proud and honoured she was to have been nominated for this position. After the formal meeting, some 250 members were entertained by the showing of a half-hour film of the 1958 Little Rally. The London Motor Club film unit, led by Geoff Piggott, are to be congratulated on producing a full-length film of an event only 10 days old!

ROADS EXHIBITION

THE opening of a new exhibition in London—New Roads for Old—took place on Monday, 28th April. The ceremony was performed by The Right Honourable The Lord Brabazon of Tara, G.B.E., M.C.



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1950 ALLARD PI saloon, Mercury, very good condition, many extras, £285 o.n.o.—Hodgkinson, Gt. Longstone, Bakewell, Derbyshire. Tel.: Gt. Longstone 201.

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ALVIS SPEED 20, 1933 open 4-str. by Vandem Plas, resprayed in red and silver with new P.V.C. hood and tonneau, immaculate. £175.—4 Grosvenor Park, Chapel-Allerton, Leeds, 7. Tel. 683807, evenings.

ASTON MARTIN

ASTON MARTIN DB35, Chassis No. DB35/7. Full appendix C classification, 12 plug head, disc brakes, ZF differential, etc. Whole car completely overhauled during winter and not raced since. Spare wheels and axle ratios available.—Offers and enquiries to Charles White Motorworks (Chalfont), Ltd., Gerrards Cross 2051. "SLIPPED DISC" enforces sale of DB2/4, 1954, 35,000 miles, well maintained and in very good condition. First sensible offer accepted.—Box 2765.

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1956 B.M.2, registered 1957. £845 o.n.o. Terms can be arranged. 11,000 miles only. As new.—Parks, 404 High Street, S.E.13. LEE 0535.

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BRITISH SALMSON, 1937, 2½-litre 2-seater sports, twin o.h.c., transverse leaf l.f.s., rack and pinion steering. £185 o.n.o.—Freakley, 45 Rough Road, Kingstanding, Birmingham.

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DKW, 1955, radio, heater, radblind, very special engine, brakes, etc. Sell for cheaper open car or outright.—KNightsbridge 7106.

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ELVA-CLIMAX, 1,100 c.c., March 1958, sports car. Latest new car, very fast, never crashed, mag. wheels, built to Appendix C mods., engine developing 88 b.h.p. £1,185.—Enquiries Chris, Brissow, 186 Atkins Road, Clapham Park, London, S.W.12. TULse Hill 1051.

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LE MANS REPLICA, 1950, maroon, chrome wheels, a fabulous motor car for £760.—Whitehouse, 43 Plough Road, West Ewell. Ewell 8910 evenings, TEMple Bar 4455 daytime.

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FRAZER-NASH/BMW two-door saloon, 1937, good condition. £165 o.n.o. H.P.—Phone: Lee Green 2573.

FRAZER-NASH/BMW 328 sports 2-seater, recently professionally rebuilt, with fibreglass body, grey hide interior, Alfins, oil cooler, tubular chassis, six-branch exhaust, twin tail pipes, B.R.G. A gift for quick sale, £285. Seen Cheshire.—Tel.: Gatley 5882.

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INVICTA 4½-litre 2/3-seater, 1927, in good condition, many spares including complete engine. Genuine reason for sale. £215 o.n.o.—2 Cranleigh Gardens, Barking, Essex.

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(Continued overleaf)

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This is the most famous Cooper-Bristol ever raced and is the fastest and most reliable in the country. Had countless victories and places in International races including the British Grand Prix. Fitted Freeselector gearbox, ZF diff., with spare complete 4.0 ZF diff., spare set wheels, etc. The car had new block and engine made as new by Bob Gerard in August 1957, at a cost of £200. Offered perfect throughout. Numerous wins and places in 1957 at Oulton, Mallory, Shelsley and Prescott. Shelsley 37.99 secs., Prescott 44.91 secs., Mallory Park 58 secs., Silverstone G.P. Circuit 1.57 min. A most suitable racing car for Goodwood and Aintree Formula 1 Races.

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(Continued overleaf)

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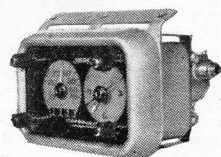
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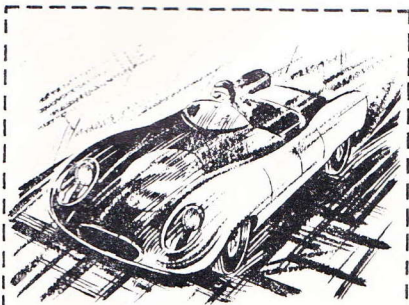
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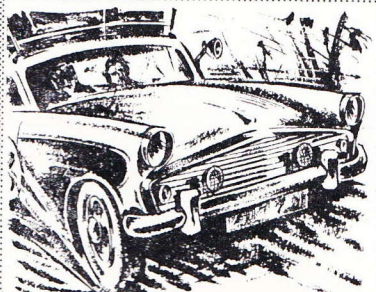
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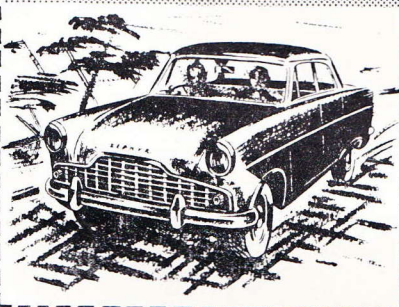
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