SEPTEMBER 26, 1958

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 17 No. 13

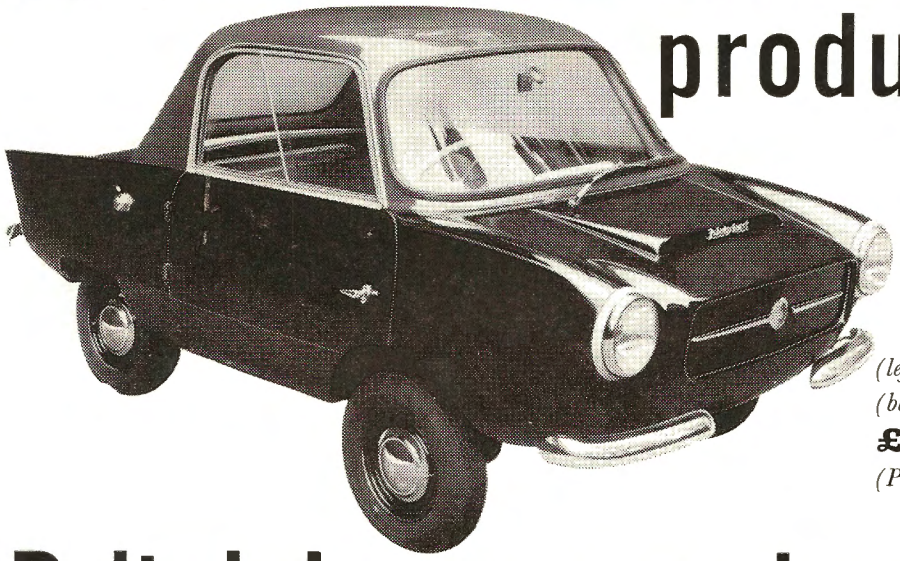
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OULTON PARK GOLD CUP MEETING : THE NEW ROVER 3-LITRE
THE LONDON RALLY : T.T. TECHNICALITIES : LIME ROCK PROFESSIONAL

the new Frisky now in production!



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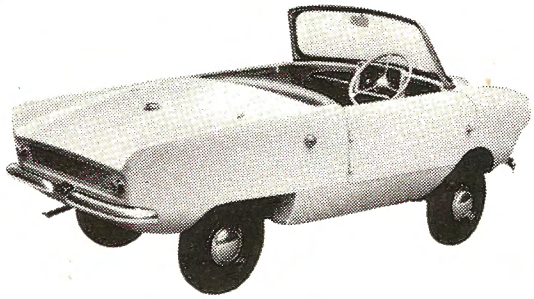
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Registered at the G.P.O. as a Newspaper

Vol. 17 No. 13 September 26, 1958

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EDITORIAL

AMERICAN INVASION?

THE success of Phil Hill, Carroll Shelby and Masten Gregory in European road-racing has prompted a new ambition in the hearts of their fellow-countrymen—to follow suit. There is plenty of racing to be had in U.S.A., but the glamour of full-scale International racing is an attraction that few can resist. The Reventlow project offers the prospect of all-American teams—a dream that was realized by Briggs Cunningham in sports car racing, but not in Grands Prix. Detroit, of course, remains aloof. Since the "unholy alliance" was formed to prevent manufacturers from supporting any form of speed contest, in respect of both participation and publicity, the tycoons have found that sales of European cars, many with a competitions background, have bounded upwards to an alarming degree. In the fierce competition of the modern automobile world, the products of Detroit are completely lacking in prestige. There are now signs that the manufacturers are realizing that they cannot continue to *force* people to purchase cars, and that public demand may cause radical changes in the "flight-deck" monsters which at present crowd the sale-rooms. They must realize now that the rising popularity of motoring sport in U.S.A. lays open a vast opportunity for publicity: the general public is becoming more and more educated, and the tremendous success of European-built cars is due to individual preference, as well as a revolt against Detroit dictatorship. General Motors did have plans with their Corvette, but completely haywire direction caused a purely experimental project to be raced in company with European cars, long before the development stages were passed. AUTOSPORT feels that G.M. lost the opportunity of a lifetime in not preparing a proper plan of campaign for organized International motor racing. When one considers the fine engineering that goes into the specialized Indianapolis cars, one must conclude that with proper concentration on modern road-racing requirements, the technicians of U.S.A. could quickly produce really top-class Formula machines. With such an enormous annual output of automobiles, it seems strange that Detroit makes NO effort at all to make the rest of the world U.S. car-conscious through the medium of competitive motor sport! As more and more Americans sample the products of other countries, so will they appreciate the refinements in road-holding, suspension and general handling which are characteristic of vehicles which owe a great deal to competitions in their eventual development. Consequently, one of these fine days Detroit will wake up to find that the automobiles which they turn out in millions have become completely out of date as regards general specification.

OUR COVER PICTURE

GOLD CUP WINNER. Roy Salvadori is seen here on his way to adding another piece of hardware to his sideboard. Driving John Coombs's immaculate Lotus, Roy saw off all the opposition at Oulton Park last Saturday to win with ease. Photo: Francis Penn



SHELL SUCCESS

TOUR DE FRANCE

Grande Tourisme General Classification

1ST FERRARI
O. Gendebien and L. Bianchi

2ND FERRARI
M. Trintignant and F. Picard

3RD FERRARI
da Silva Ramos and J. Estager

(subject to official confirmation)

USING

SHELL X-100 MOTOR OIL

ALSO USING SUPER SHELL WITH I.C.A.

PIT and PADDOCK

STIRLING MOSS will drive Temple Buell's 4.5 V8 Maserati in the International races at Riverside, Los Angeles, on 11th-12th October. Roy Salvadori will be at the wheel of a DBR1 Aston Martin, whilst Carroll Shelby will race his V8 4.9 Lister-Maserati, the engine of which is stated to develop over 500 b.h.p. Walt Hansgen drives Briggs Cunningham's Lister-Jaguar, and at least two of the new Scarabs will be there (Reventlow and Daigh).

TOMMY SOPWITH tells us that the closed car race at Snetterton on 11th October preceding the "AUTOSPORT Three Hours" will be his swan-song so far as racing is concerned.

APPARENTLY it was the Duchess of Richmond and Gordon who presented Moss and Brooks with the T.T. Trophy. Lady Carr presented the *News of the World* Trophy.

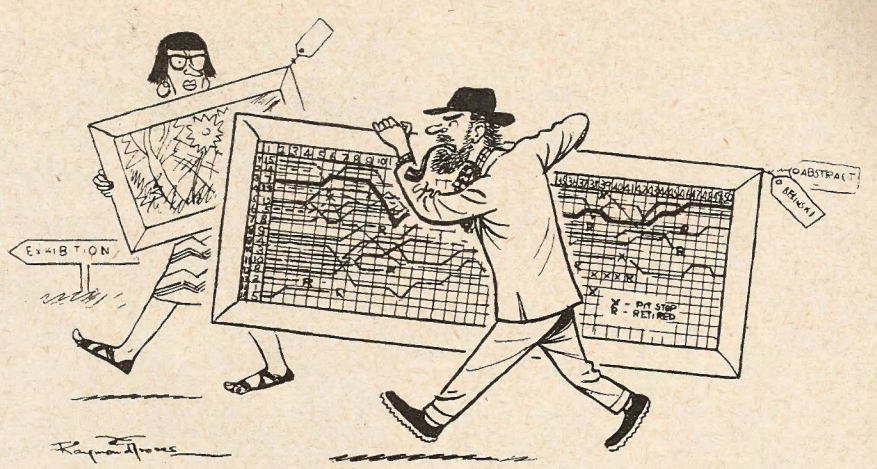
IT was the Broadley/Gammon Lola which was driven over the line at Goodwood on the starter motor—and not Martyn's Lotus as reported.

NEXT week's issue will contain details of a breath-taking new 140 m.p.h. Grand Touring car, produced by a world-famous builder of high-performance and sports-racing cars—a new British challenger for this very specialized but important market.

PRICE of the Pacemaker 19 outboard motor launch, made by Port Hamble, Ltd., has been reduced by 5 per cent. until the end of the year.

PRICE of the recently announced Mercedes-Benz 220SE saloon, with fuel injection, has now been fixed for the U..K at £2,794 7*s.*, including P.T. This is an increase of £400 10*s.* (inc. P.T.) over the price of the existing 220S, which continues unchanged.

BRIGGS CUNNINGHAM is helmsman on the "Columbia", U.S.A.'s contender for the America's Cup against Britain's "Sceptre".



RAYMOND GROVES, whose cartoons have been missed in recent weeks, returns to this page this week after a short enforced stay in hospital. Welcome home, Raymond!

AT the Territorial Army Display in the Waverley Market, Edinburgh, on Friday night, 26th September, one of the Ecurie Ecosse cars will be on view. In attendance will be the patron David Murray and chief engineer "Wilkie" Wilkinson.

IAN RABY is at present in the Dickson Ward, West Sussex County Hospital, Chichester, following his T.T. accident at Goodwood, and would be glad of visitors. Apparently the accident was due to a broken radius arm on the Elva.

DEREK STRANGE, F3 driver, has just become engaged to Judith Baker, daughter of "Lil" Baker, well-known Northern rallyist and hostess of The Lion Hotel, Warrington, H.Q. of the Mid-Cheshire Car Club.

THE organizers for the Coupe du Salon F2 race at Montlhéry on 5th October have already received the entries of Ivor Bueb (Lotus), Tony Marsh, Henry Taylor and George Wicken (Cooper). In the G.T. classes, Bob Hicks, who won the 1,100 c.c. sports car race last year, has entered his Lotus.

"AUTOSPORT" CHAMPIONSHIP

Revised Placings

CHECK-UP on official results of qualifying rounds shows that J. Hayles (M.G.A) scored 4 points at Mallory Park on 11th May, and thus totals 21 points. P. Fergusson (Elva) has 20 points, and is, at the moment, fourth in the 1,600 c.c. class. K. A. MacKenzie (M.G.A) has 30, instead of 29.

The position of all qualifiers for the final by classes is as follows:—

Up to 1,000 c.c.

1.	Baldam (Turner)	48
2.	Nurse (Turner)	40
3.	Gilbert (Turner)	38
4.	Jameson (Berkeley)	11
5.	Goddard-Watts (Berkeley)	9

1,001-1,300 c.c.

1.	Walker (Elite)	54
2.	Lawry (Elite)	22

1,301-1,600 c.c.

1.	Gammon (Elva)	37
2.	MacKenzie (M.G.A)	30
3.	Hayles (M.G.A)	21
4.	Fergusson (Elva)	20
5.	Lawson (Porsche)	16
6.	Tooley (M.G.A)	9
7.	Trafford (M.G.A)	8
8.	Vincent (M.G.A)	5
9.	Dixon (M.G.A)	4

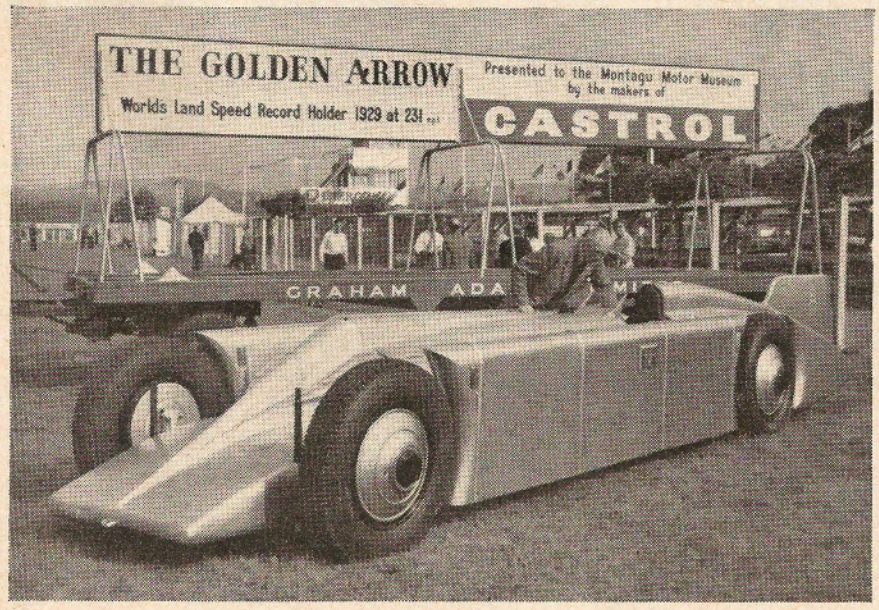
Over 1,600 c.c.

1.	Protheroe (Austin-Healey)	49
2.	Stoop (Frazer-Nash)	39
3.	Hanson (Austin-Healey)	30
4.	Wilks (Frazer-Nash)	23
5.	Bond (Frazer-Nash)	21
6.	Dashwood (Frazer-Nash)	11
7.	Hurrell (Triumph)	5
8.	Taylor (Triumph)	1

PRESERVING A MONSTER

ON 15th September The Golden Arrow, Sir Henry Segrave's record-breaking car, was presented to the Montagu Motor Museum by C. C. Wakefield and Co., Ltd. In 1929 this car, in the hands of Sir Henry, achieved the then seemingly impossible speed of 231 m.p.h. at Bonneville Salt Flats. The car was designed by Captain J. Irving. The following details may be of interest to readers:—

Engine: Schneider Trophy-type Napier "Lion" developing 900 b.h.p. at 3,400 r.p.m. Bore, 5½ ins.; stroke, 5⅞ ins.; compression ratio, 10:1. Twelve cylinders in three rows of four, overhead valves with twin overhead camshafts. **Transmission:** Two separate prop shafts, one on either side of driving seat. **Clutch:** Multiplate by Ferodo. **Gearbox:** Three forward speeds—top 1.475:1, 2nd 2.195:1, 1st 4.47:1. Theoretical speeds: top 246 m.p.h., 2nd 166 m.p.h., 1st 81 m.p.h. **Brakes:** Internal expanding brake shoes of forged steel, operated by Dewandre suction-operated servo cylinder. Linings 2 ins. wide, 20 ins. circumference, total area 306 sq. ins., giving a ratio of 1 sq. in. of lining to each 28 lb. total weight of car. **Oil:** Tank behind engine. Dry sump lubrication. No provision for oil cooling.



THE GOLDEN ARROW is pictured here at Goodwood where it was on display during the T.T.

PETER WHITEHEAD

TRAGIC news during the week-end was the death of Peter Whitehead, as a result of an accident during the Tour de France. Apparently, when Graham Whitehead was driving, their 3.4 Jaguar plunged over a parapet-less bridge, down about 30 feet into a ravine. Graham was injured, but his half-brother was killed instantaneously. This occurred during the final stages of the event, when the Whiteheads were leading the touring category.

Peter was the last driving link with pre-war days: he began his long racing career when a Cambridge undergraduate with a 1,074 c.c. Alta, and was associated with his great friend Peter Walker in racing an E.R.A. During the war years, he served as a major with the Royal Armoured Corps, and was one of the first British drivers to race on the Continent after the war. Peter had many successes, and after spending a great deal of money trying to make the ill-fated E-type E.R.A. go, he purchased a Ferrari—the first privately owned Grand Prix car of the marque. He won the not-well-publicized Czechoslovakian G.P. at Brno, and came within an ace of scoring a victory in the 1949 French Grand Prix at Rheims, when gearbox failure dropped him back to third place. He also won the 1950 Jersey road race in a 1½-litre supercharged Ferrari.

A serious aeroplane accident threatened to end his motor-racing, but he made an almost miraculous recovery and was soon back at the wheel. With Peter Walker he gained a sensational victory with a Jaguar "C" in the 1951 Le Mans 24 Hours Race. Just this year the two Whiteheads were runners-up to the winning Ferrari, saving the day for British motor-racing.

He did many races for Jaguars, and then acquired a Cooper-Jaguar with which he had several victories in British races. Peter also had a Cooper-Alta built, which was not quite the success anticipated. He had close ties with Australia, and raced there in Ferraris with Tony Gaze on various occasions.

Peter was a quiet man, with an impish sense of humour. He raced because he had a genuine love of the sport, and financed his own racing organization. He was often referred to as the "last of the amateurs".

In recent years he and Graham were seen at the wheel of their privately owned DB3S Aston Martins. The speed element contained in the Tour de France circuit events appealed to him, and with Graham he did the 1957 event in an XK 140 Jaguar. A member of the B.R.D.C. committee, he was awarded the Club's road-racing Gold Star in 1949.

Yes indeed, Peter will be sadly missed from the circuits. It is ironic that he should lose his life in a road rally, after having competed in hundreds of races, including practically every *grande épreuve*. To Graham, and to Peter's relatives, AUTOSPORT offers its deepest sympathy for their tragic loss. Peter Whitehead will be remembered so long as there is motor-racing, for his long and distinguished career and his wonderful sense of sportsmanship. He was just 43 years of age.

G. G.

More **Sports News** *on page* 398



PETER WHITEHEAD

SPORTS NEWS

VIKINGS WIN AT HOME

NORWEGIAN crews in Swedish cars took the first two places in the Norwegian International Viking Rally which finished last week-end. Arne Ingier and Haakon Floeysvik won the general classification in a Volvo PV 444, and the runners-up were Arve Andersen and Edouard Gjuelberg in a similar car. Best British performance was by Peter Harper and Jimmy Ray, in a Sunbeam Rapier, which finished 11th. Pat Moss and Ann Wisdom, in a Morris Minor 1000, were second in the ladies' category, to Saga Andersson and Maiken Claesson, of Sweden.

The event has been rated as one of the toughest in the series, covering 1,600 kms. and ranging from Arctic conditions in the mountains to sun-baked dirt roads in the valleys.

General Classification

1, Ingier/Floeysvik (Volvo PV 444), 34.9 pts; 2, Andersen/Gjuelberg (Volvo PV 444), 52.9; 3, Bengtsson/Richard (Volkswagen), 59.1; 4, Skotvedt/Strandrud (Volvo PV 444), 73.2; 5, Ingier/Gundersen (Volvo PV 444), 75.5; 6, Chrigstroem/Barckman (Volkswagen), 77.9; 7, Fadum/Wessel (DKW 1000), 79.25; 8, Magnus/Rolf Skogh (SAAB 93BL), 81.6; 9, Backlund/Broberg (Volvo PV 444), 90.4; 10, Gudin/Martinsen (Skoda 445), 93.9; 11, Harper/Ray (Sunbeam), 94.15; 12, Sveden/Sveden (Volvo PV 444), 96.1; 13, Callbo/Magnusson (Volvo PV 444), 97.35; 14, Berger/Andersson (Volkswagen), 98.8; 15, Swahn (Volvo PV 444), 109; 16, Hellum/Hagen (DKW 1000), 110.3; 17, Andersson/Claesson (SAAB 93B), 110.35.

CHARTERHALL

A VERY lively entry for the Charterhall race meeting on Sunday (28th) promises a good day's sport at the Scottish circuit. Over 60 cars will be taking part and amongst those present will be Ron Flockhart and Innes Ireland in Ecurie Ecosse Jaguars, Jim Clark in a Border Reivers Jaguar, Peter Mould (Cooper-Jaguar), and A. R. Miller and W. P. S. Melville (Lister-Jaguar). Drivers in the smaller sports car races include J. K. Hall, Tom Dickson, Innes Ireland, Jimmy Blumer, D. Graham and Colin Murray. There are also events for F3 and production sports cars. The meeting begins at 2.30 p.m.

FULL SUTTON

INNES IRELAND and Tom Dickson are among more than 80 drivers entered for the club race meeting at Full Sutton, near York, to be held tomorrow (27th September) by the Northern Centre of the British Racing and Sports Car Club.

Other entries include the Border Reivers, with Jim Clark, who has been victorious at each one of the three previous meetings with the D-type Jaguar. The circuit to be used is the long and very fast 3.2-mile course which is capable of being lapped at over 100 miles an hour by the fastest sports cars.

Full Sutton is eight miles east of York, on the A166 road and racing is due to start at 2 p.m.

P.C.

THE COUPE D'AUTOMNE

THE Coupe d'Automne, organized by the A.G.A.C.I., was held last Sunday at Montlhéry. The rain which was threatening early in the afternoon during the touring car races fortunately did not turn up and the 3,333 kms course which was used remained dry. The race was for sports cars up to 2,000 c.c. and G.T. cars over 1,000 c.c. In pole position at the start was last year's winner, Bob Hicks in his Lotus, having achieved the fastest practice lap—an unofficial new G.T. lap record. Could the Lotus hold the 2-litre "Testa Rossa" Ferrari of Tavano and the 2-litre 4-cylinder Maserati of Dagorne? From the start Tavano jumped into the lead, never to be challenged by the Lotus again. On the third lap, Dagorne's Maserati edged into second place in front of Hicks, but on the sixth lap Clement's Maserati threw a rod immediately after the hairpin and Dagorne left the road on the patch of oil which the Maserati had dropped. For third position a battle ensued between Lefebvre's Lotus, Zublena's 2-litre Gordini and Perrier's 1,500 c.c. Osca; the latter made a poor start but worked his way up gradually to take third position on the 25th lap, five laps from the finish. Zublena also managed to catch the Lotus of Lefebvre. Ian Smith finished fifth overall and first G.T. 2,000 c.c. in his A.C.-Bristol, having driven a very fast and consistent race in front of impressive machinery such as Gretener's Zagato-bodied A.C.-Bristol. Georges Houel, driving the ex-David Piper Lotus, retired after 10 laps with failing oil pressure.

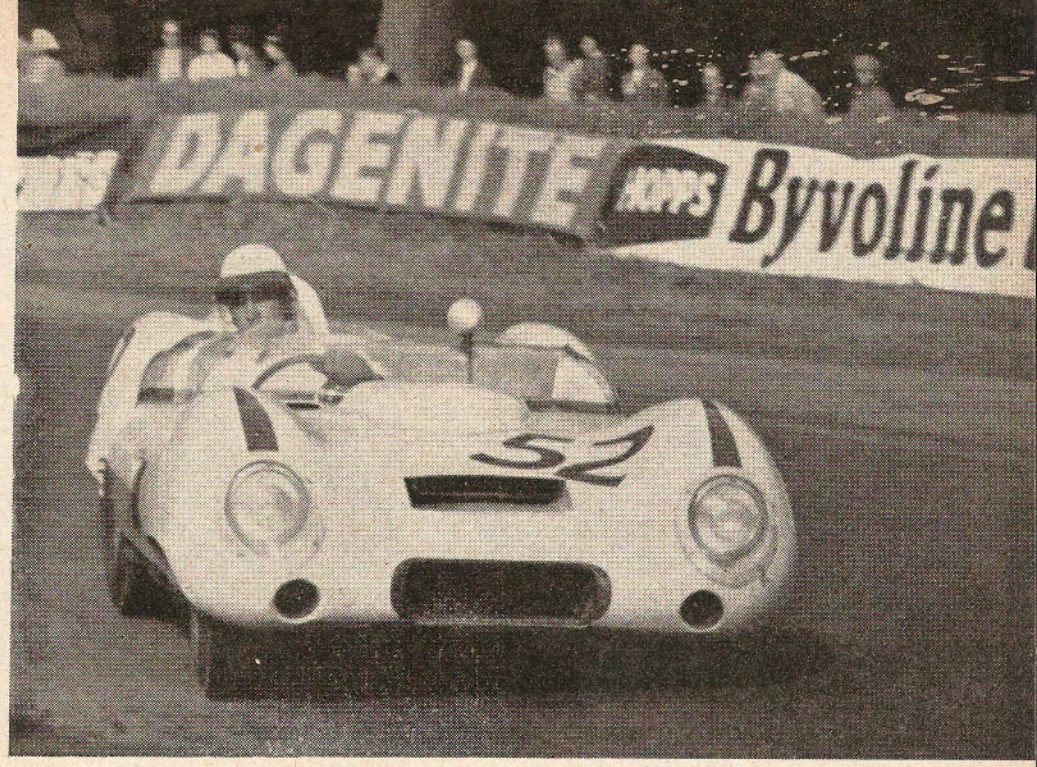
GERARD CROMBAC

Results

1. Fernand Tavano (Ferrari 2000 sport), 117.618 Km/h.
2. Robert Hicks (Lotus 1100 G.T.), (1st G.T.).
3. Perrier (Osca 1500 sport), 1 lap behind.
4. Bernard Zublena (Gordini 2000 sport), 1 lap behind.
5. Jacques Lefebvre (Lotus 1100 sport), 1 lap behind.
6. Ian Smith (A.C. 2000 G.T.), 1 lap behind.
7. Gretener (A.C. 2000 G.T.), 1 lap behind.
8. Rousseau (Lotus 1100 G.T.), 2 laps behind.
9. Viel (A.C. 2000 G.T.), 2 laps behind.
10. Nerrière (Mercedes 3000 G.T.), 4 laps behind.

DUE to increasing demand for their well-known Multi-tubular Space Frames, Suspensions and Special Tuning Equipment, Bucklers of Reading have formed a new Company to deal with this side of the business, Buckler Cars Limited, based at Heath Hill Road, Crowthorne, Berks (Telephone No.: Crowthorne 2231), where all correspondence should be addressed.

More **Sports News** *on page* 402



WINNER AT OLD HALL. Roy Salvadori urges the winning Lotus through the bend on his way to victory. This season has been one of Roy's best and he is at the moment fourth in the World Championship.

DRIVING John Coombs's superbly prepared 2-litre Lotus, Roy Salvadori won the 125 miles sports car race at the Oulton Park International meeting last Saturday, organized by the Mid-Cheshire M.C. He took the lead from Ivor Bueb (3.8 Lister-Jaguar) on the fourth lap, and was never headed afterwards. Second and third places went to Listers (Bueb and Halford), with Brian Naylor (J.B.W.-Maserati) in fourth position, ahead of André Pilette (Lister).

The F3 race went to Tom Bridger (Cooper), and Alan Stacey (Lotus) won the under 1,100 c.c. sports car event. A handicap race for vintage sports and historic racing cars went to Begley (Frazer-Nash).

SALVADORI WINS AT OULTON PARK

New Sports Car Lap Record with 2-litre "Coombs" Lotus— Class Successes for Bueb (Lister) and Ireland (Lotus)

By GREGOR GRANT

Photography by Francis Penn

FRIDAY'S training was carried out under miserable conditions, the periods having to be revised owing to a flooded track. Naturally there were no exciting times, the best being Ivor Bueb (Lister-Jaguar) and Bruce Halford (Lister-Jaguar) with 2 mins. 7 secs. and 2 mins. 7.6 secs. respectively. There were several non-starters, including Ecurie Ecosse, Ross Jensen, Peter Blond and a Belgian-entered Ferrari. The weather improved for race-day, and at 1.30 p.m. the 50 miles F3 race began on a dry track. Tom Bridger (Cooper) jumped into the lead, pursued by Trevor Taylor (Beart-Cooper), Don Parker (Cooper), and J. Pitcher (Cooper-Petty-Norton). The last-named was taken by J. R. Lewis (Cooper). Bridger was in fine fettle, and it was a really fierce duel between him and Taylor, with Parker dropping back slightly.

Phillips (Cooper) stopped at Cascades, and Bell retired at the pits with brake troubles. Spreckley came to an abrupt halt at Island Bend when his suspension collapsed. On the 10th lap, Lewis overtook Parker, who was spraying fuel all over the road from a burst tank, then he packed up with engine failure.

Pitcher held third place behind Bridger and Taylor, and Don Truman came through to take fourth spot ahead of E. Dawson. W. G. Harris (Flather-Norton) moved up amongst the Coopers, and on the 16th lap took fourth place. Then Taylor spun off course and tried to climb a tree at Esso Bend, leaving Bridger entirely on his own—a lap in front of the rest of the field which was headed by Pitcher, followed by Harris, Truman, Gordon Jones and Scott Bloor. Anyway although Trevor Taylor failed to finish, Parker's retirement made certain of the former winning the B.R.S.C.C. Championship and the AUTOSPORT Trophy.

Based on practice times, the line-up for the 45-lap sports car race was as follows:—

A. Pilette (Lister-Jaguar) 2 m. 13 s.	J. B. Naylor (J.B.W.-Maserati) 2 m. 09.2 s.	B. Halford (Lister-Jaguar) 2 m. 07.6 s.	I. Bueb (Lister-Jaguar) 2 m. 07 s.
I. Ireland (Lotus) 2 m. 14.8 s.	J. F. Dalton (Aston Martin) 2 m. 14.8 s.	G. Hill (Lotus) 2 m. 14.2 s.	
R. H. Harris (Jaguar "D") 2 m. 15.4 s.	W. F. Moss (Aston Martin) 2 m. 15.2 s.	R. Salvadori (Lotus) 2 m. 14. 8 s.	Hon. E. Greenall (Lotus)
C. Summers (Arden) 2 m. 17.4 s.	G. M. Jones (Lotus) 2 m. 16.8 s.	J. Sieff (Jaguar "D") 2 m. 16.4 s.	
E. Lund (M.G.A) 2 m. 31.4 s.	Mrs. J. Bloxam (Aston Martin) 2 m. 24 s.	M. Templeton (Lotus) 2 m. 21.2 s.	M. Salmon (Jaguar "C") 2 m. 19 s.
A. W. G. Belcher (Morgan 4/4) 2 m. 49.4 s.	R. F. Bloxam (Aston Martin) 2 m. 32 s.		

Ivor Bueb (3.8 Lister) forged ahead, followed by Brian Naylor (J.B.W.-Maserati), Bruce Halford (3.4 Lister) and André Pilette (3.0 Lister). However, Roy Salvadori (2.0 Lotus) was soon up amongst the leaders from his third-row position, and by lap 2 was already threatening Bueb. Graham Hill in the Team Lotus "2-litre" was suffering from a chronic misfire, and was well down the list.

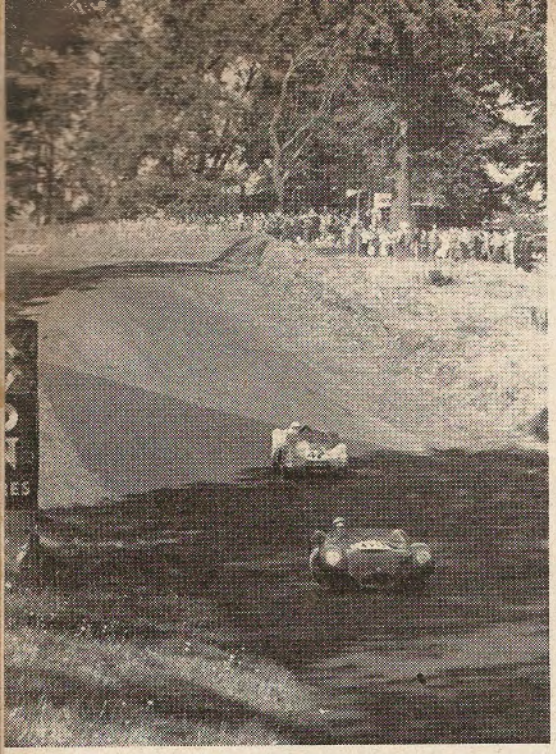
For three laps Bueb stayed in front, but Salvadori took him on sheer braking at Esso Bend. Thereafter the Coombs Lotus went farther and farther ahead, at the rate of just over a second

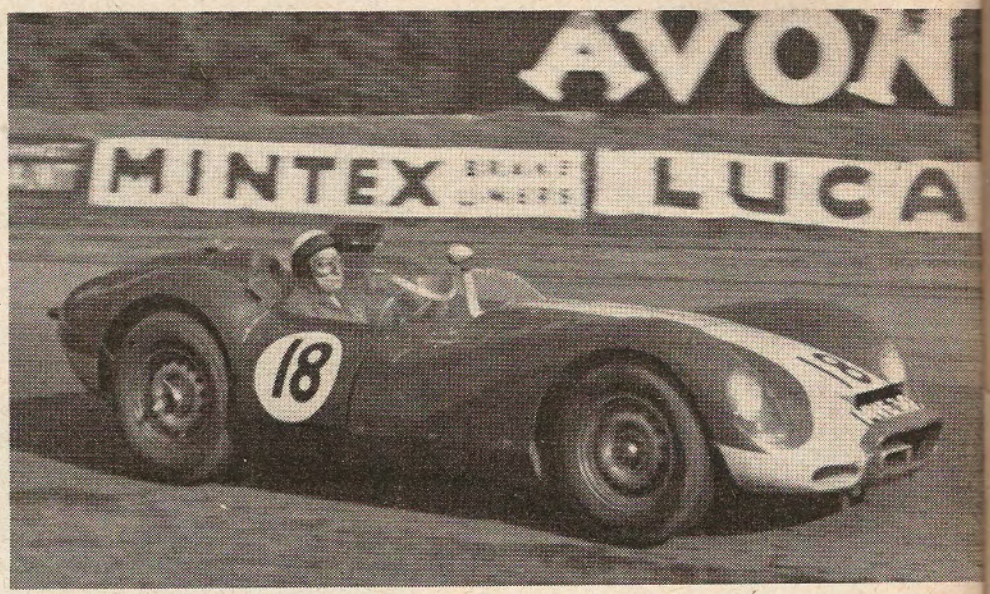


★

J.V.B. IN ACTION: John Bolster gets Roy to say a few words for the benefit of B.B.C. viewers, while John Coombs looks reflectively at the car.

★





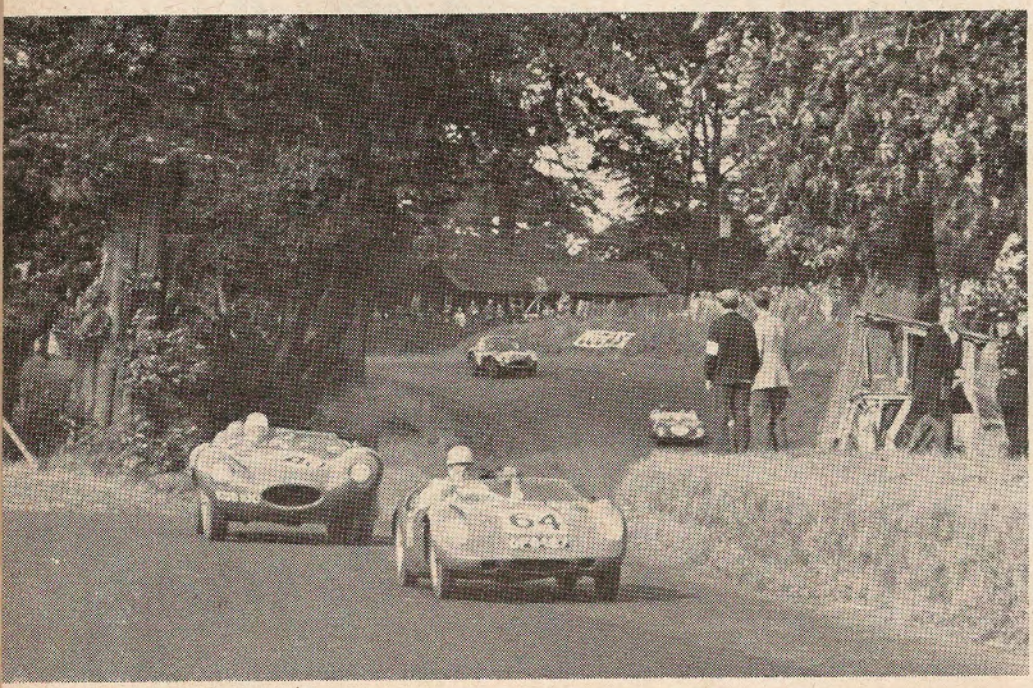
BRIAN AND ANDRÉ. Brian Naylor (J.B.W.-Maserati) leads André Pilette (Lister-Jaguar) just before Deers Leap. (Right) Ivor Bueb (Lister-Jaguar) who made fastest lap in practice and led for the first few laps of the race, is seen at Old Hall Corner.

a lap. Bueb was slowed by clutch trouble, but even so, it was doubtful that anyone could have caught Salvadori in that tremendously fast little machine. That it was fast, there was no argument: down came the late Benoit Musy's sports car lap record with the 3-litre Maserati from 1 min. 56 secs. (85.7 m.p.h.) to 1 min. 55.2 secs. (86.28 m.p.h.).

Behind Salvadori and Bueb, Bruce Halford made third place his own, but Naylor and Pilette were having a real ding-dong, with Innes Ireland (1.5 Lotus) moving up to dispute the issue, after having overtaken John Dalton (DB3S Aston Martin).

After only five laps, the flying Salvadori had already lapped Roy Bloxam (DB3S Aston Martin), Ted Lund (M.G.A "Twin-Cam") and A. W. G. Belcher (Morgan). Jean Bloxam in the very noisy DB3S "coop" stayed ahead of her husband. A fierce duel developed between J. Sieff (Jaguar "D") and Chris Summers and his 1½-litre Arden-Climax. Reg Harris, after a slow start, began to tear through the field with the Broadhead D-type, but spun at Lodge Corner on his fifth lap—losing many places. Bill Moss (Aston Martin) stopped with mechanical maladies.

The unfortunate Graham Hill was in and out of the pits, trying to cure chronic ignition trouble. With 10 laps gone, Salvadori had a handy 7½ secs. lead over Bueb, who still seemed to be having trouble with the clutch. Only Salvadori, Bueb, Halford, Naylor, Pilette, Ireland and Jones (1100 Lotus) were on the same lap. The race average was 84.46 m.p.h.



MIXED BAG. Chris Summers (Arden) leads J. Sieff (Jaguar), Graham Hill (Lotus) and Jean Bloxam (DB3S) through Deers Leap.

Harris came up again to challenge Sieff and Summers, and Innes Ireland became concerned in the Naylor-Pilette struggle. There was no catching Salvadori now: after 20 laps he had 17½ secs. advantage over Bueb. On the 22nd circuit, Roy had lapped the field except for Bueb and Halford. Next time round, Ireland had captured fourth place from Naylor, but appeared to have some gearbox difficulties, and gradually fell back again. Harris had swept in front of Sieff, whilst Jones made a 1½ mins. pit stop for water and oil. Hill gave up the unequal struggle with only 12 laps completed. Then Jean Bloxam stopped with brake troubles, and as her car was being pushed away, Harris arrived with clouds of smoke billowing from the front brakes—another retirement!

The order of the leaders remained the same till the end, with Halford just managing to avoid being "doubled" by Salvadori. Ireland was eventually taken by Dalton for sixth place, but had the consolation of winning the 1½-litre category. Ted Lund's "Twin-Cam" was third in the 2-litre class, eight laps behind the winning Lotus.

Next came a handicap event for vintage sports and historic racing cars, won by H. W. Begley's 1934 T.T. Replica Frazer-Nash at 63.28 m.p.h. from R. Grant's 1934 P-type M.G. Best vintage machine was McDonald's hearty-sounding 4½-litre Bentley. Chief interest was the battle of the E.R.A.s, featuring Chapman and Waller, the latter pulling out quite a sizeable lead in the end. Goodhew's E.R.A.-Delage packed up with scavenge pump failure, and Hoskinson's Bentley had a classic blow-up after using all its water. Little's ex-Lady Mary Grosvenor Alta lurched round on three cylinders: Kenneth Neve's Bugatti sheared its supercharger drive; Barnard's Riley burst its fuel tank when in the lead, and Pat Melville retired after 16 laps with vanished oil pressure. Much amusement was caused when John Bolster hailed "Taxi!" as F. Whowell glided past in his 1927 Rolls-Royce Sedanca de Ville.

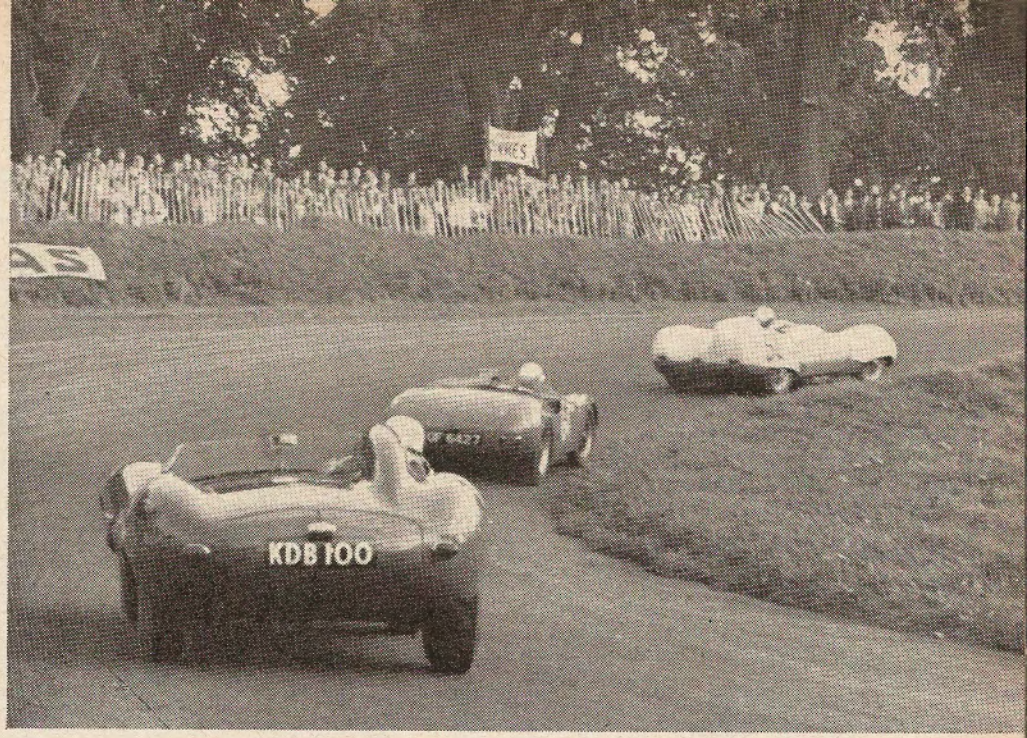
The 1,100 c.c. brigade were unlucky.

as their race began in a rainstorm. Les Leston (Lotus) stalled on the grid, and left "whence all but he had fled".

The race developed into an acquatic contest featuring Stacey, Ireland, Escott and Ashdown in their Lotuses, chased by Mackenzie-Low (Elva). R. Utley's Lotus flared up at Druids, and spilt quite a quantity of oil. Innes Ireland surged ahead on lap five, and Escott also overtook Stacey who had shot up an escape road. Mackenzie-Low splashed in front of Ashdown for fourth place.

Cars slithered and slid in all directions: Tim Parnell revolved at Esso, but carried on undaunted. Escott did a remarkable "wall of death" act at Knicker Brook, running right along the top of the banking before rejoining the road—still in second place. Tim Parnell stopped for good at Island Bend, whilst Scott Bloor charged the bank at Esso Corner. David Piper dropped a valve—and that was that!

Stacey had now got Escott's measure, and took him on the 13th lap. Next time round he was in front of Ireland, and built up an ever-increasing lead which he held till the end. Escott all



SANDWICHED. Chris Summers (Arden) finds himself in close company with Roy Salvadori and Jonathan Sieff (D-type Jaguar).



ANCIENT AND MODERN: (Above) The E.R.A.s of J. Chapman and P. Waller hurry past the pits. (Right) The 1,100s get away from the start with Westcott's Lotus throwing up some grass.

but caught Ireland for second place, whilst Ashdown had to let Mackenzie-Low hold his fourth spot. In sixth place came Leston, after his unhappy start.

Reg Parnell presented Salvadori with his trophy. Altogether a very well-organized meeting, but why no flag marshal on the approach to Old Hall Corner?

Results

F3 (19 laps): 1, T. Bridger (Cooper Mk. 9), 38 m. 13.4 s., 82.35 m.p.h.; 2, J. Pitcher (Cooper-Petty-Norton), 18 laps; 3, W. G. Harris (Flather-Norton), 18 laps; 4, D. Truman (Cooper Mk. 10), 18 laps; 5, G. M. Jones (Cooper Mk. 10), 18 laps; 6, S. Bloor (Cooper Mk. 10), 18 laps. **Fastest lap:** T. Taylor (Beart-Cooper), 1 m. 59 s. (83.53 m.p.h.).

Sports Cars (45 laps): 1, R. Salvadori (1970 Lotus), 1 h. 27 m. 43 s., 84.99 m.p.h.; 2, I. Bueb (3.8 Lister-Jaguar), 1 h. 28 m. 23.2 s.; 3, B. Halford (3.4 Lister-Jaguar), 1 h. 29 m. 40.4 s.; 4, B. Naylor (1993 J.B.W.-Maserati), 44 laps; 5, A. Pilette (3.0 Lister-Jaguar), 43 laps; 6, J. F. Dalton (2.9 Aston Martin), 43 laps; 7, I. Ireland (1.5 Lotus), 43 laps; 8, J. Sieff (3.0 Jaguar), 42 laps. **Fastest lap:** R. Salvadori (laps 13 and 24), 1 m. 55.2 s., 86.28 m.p.h. (New sports car record).

Class Results

Over 2,000 c.c.: 1, I. Bueb, 1 h. 28 m. 25.2 s., 84.31 m.p.h.; 2, B. Halford, 1 h. 29 m. 40.4 s.; 3, A. Pilette, 1 h. 27 m. 48 s., 43 laps.

1,500-2,000 c.c.: 1, R. Salvadori, 1 h. 27 m. 43 s., 84.99 m.p.h.; 2, B. Naylor, 44 laps; 3, E. Lund (M.G.A "Twin Cam"), 37 laps.

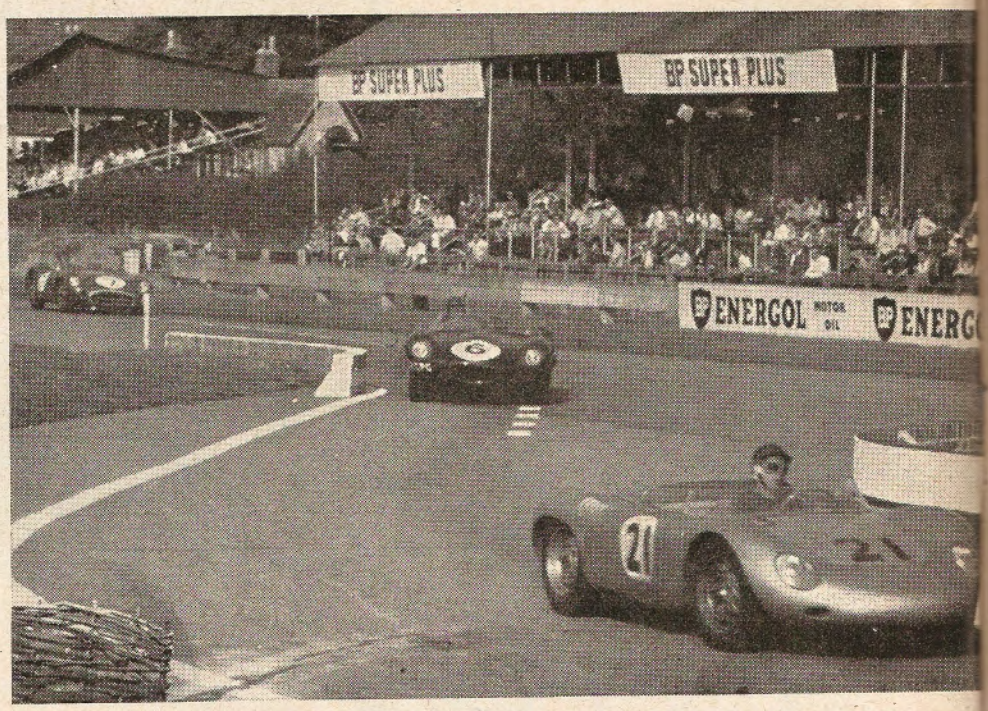
Up to 1,500 c.c.: 1, I. Ireland, 43 laps, 80.37 m.p.h.; 2, C. Summers, 42 laps; 3, Hon. E. Greenall, 42 laps.

Fastest lap of Class: Over 2,000 c.c.: Bueb, 1 m. 56 s., 85.89 m.p.h. **1,500-2,000 c.c.:** Salvadori, 1 m. 55.2 s., 86.28 m.p.h. **Up to 1,500 c.c.:** Ireland, 1 m. 59.8 s., 82.97 m.p.h.

Up to 1,100 c.c. (19 laps): 1, A. Stacey (Lotus), 42 m. 22.8 s., 74.27 m.p.h.; 2, I. Ireland (Lotus), 42 m. 37.2 s.; 3, C. G. Escott (Lotus), 42 m. 39.6 s.; 4, R. Mackenzie-Low (Elva), 43 m. 10 s.; 5, P. Ashdown (Lotus), 43 m. 18.6 s.; 6, L. Leston (Lotus), 43 m. 55.4 s. **Fastest lap:** A. Stacey, on 19th lap, 2 m. 9.8 s. (76.58 m.p.h.).

Vintage Sports and Historic Racing Cars: 1, H. W. Begley (1934 Frazer-Nash, 1,496 c.c.), 41 m. 01.2 s., 63.28 m.p.h.; 2, R. Grant (1934 M.G., 847 c.c.), 42 m. 24 s.; 3, G. G. McDonald (1927/30 Bentley, 4,487 c.c.), 43 m. 17.6 s.; 4, E. J. Sibbald (1927 Bugatti, 1,496 c.c. (S)), 42 m. 51.6 s. (18 laps); 5, P. Waller (1936 E.R.A., 1,488 c.c. (S)), 42 m. 57.8 s. (18 laps); 6, J. A. R. Grice (Frazer-Nash), 41 m. 35 s. (17 laps). **Fastest lap:** P. Waller (E.R.A.), 2 m. 10.4 s. (76.22 m.p.h.). **First Vintage Car:** G. G. McDonald (1927/30 Bentley), 43 m. 17.6 s. (71.21 m.p.h.).





THE WORKS PORSCHES were handicapped by their bolt-on wheels. These take appreciably longer to undo than do the knock-on ones, thereby adding several precious seconds to a wheel-change pit stop.

T.T. Technicalities

By JOHN BOLSTER

IT is something of a farce, I suppose, to call a contest for sports-racing cars the Tourist Trophy! Most of us are getting heartily sick of the modern competition sports car, which has now become an extremely expensive white elephant. In days of old, Rolls-Royce and Rover were among the winners, and the cars carried genuine four-seater bodies. Still, I suppose we should be thankful that at least this hangover from the famous old race survives.

While I am in this captious mood, let me query the use of the term, "Le Mans start". Now, the original Le Mans start entailed the drivers running across the road and then *putting up their hoods!* The first four laps of the race were completed with the hoods erect, after which the driver lowered his hood at a compulsory pit stop. This system was adopted in some of the Irish T.T. races, too.

Now, wouldn't it be splendid if the proper Le Mans start could be reintroduced? The modern sports-racer would have to be modified or redesigned, and it might almost become a practical proposition. Besides, all this hood raising and lowering would make superb television and the crowd would love it.

Let us return to 1958, however. I was working in the pits, and timed most of the stops. To change all four wheels and refuel took Brian Lister's boys 59 seconds on one occasion, followed by Wilkies' Ecosse gang at one minute dead. The Aston Martin équipe had the disadvantage of being unable to jack up both ends of the car simultaneously, unlike their rivals, but they managed a highly praiseworthy 1 minute 3 seconds.

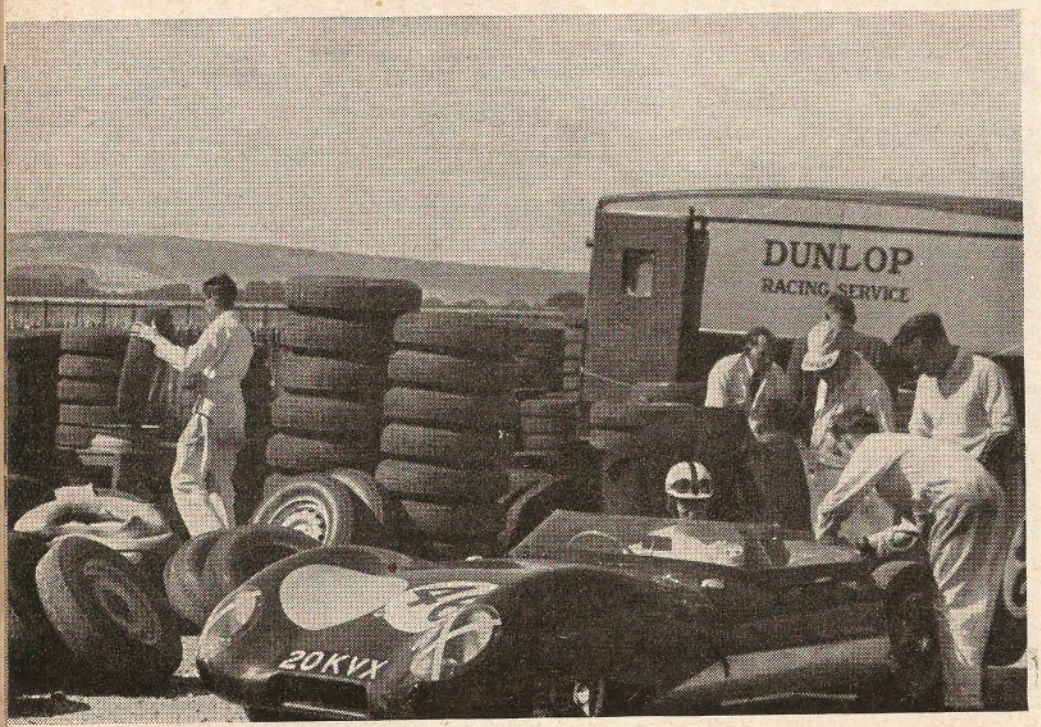
To change only the two rear wheels of the Porsches took considerably longer, their best pit stop occupying 1 minute 13 seconds. As they had an unexpected later stop to change the front wheels, the deficit was considerable. The obstinacy with which this firm cling to bolt-on wheels cannot easily be explained, for the sheer performance and roadholding of these 1½-litre cars were simply tremendous. Goodwood is a hard circuit for tyres, but it is not unduly destructive of brakes, so the occasional weakness of the Porsches in this respect was not manifest.

The small British cars did not have a good day, and most of them had severe difficulty in restarting at the pits. The batteries fitted to many of these machines were very small, and located in the tail, with consequent lengthy cables. It is all too easy, especially with Weber carburetters, to flood the engine when it is hot, and then only a high-capacity battery that can grind and grind will save the day.

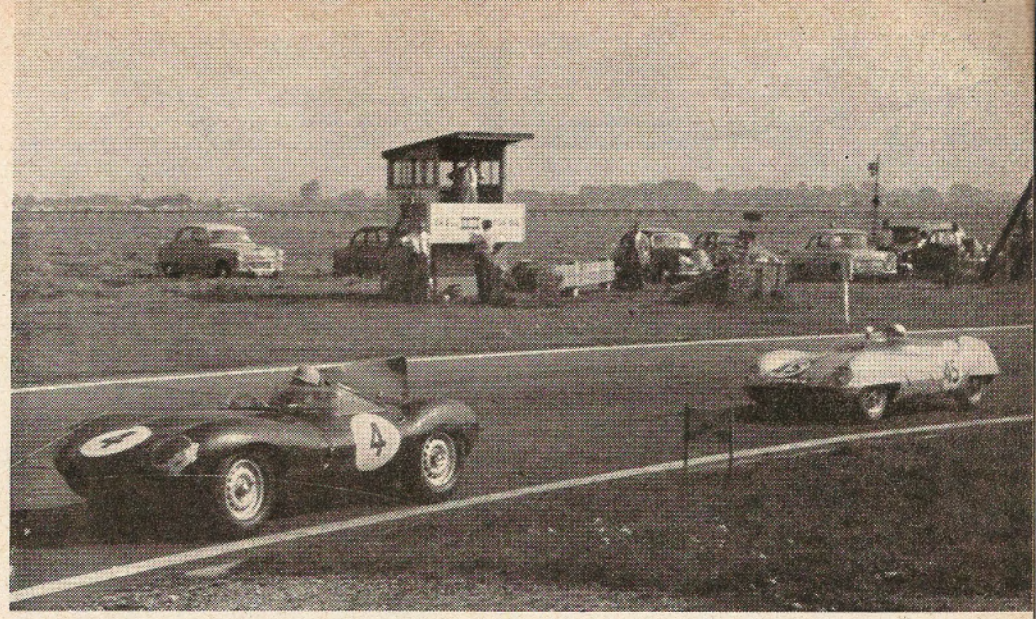
When the Coventry-Climax engine was first used for long-distance racing, the mortality of dynamos was high, and it was customary to fit a switch to cut out the generator at high revs. Nowadays, the pulley ratio has been changed, and the machines are run at lower speed, so there is no reason why the battery should go flat during a race. Such things do, admittedly, occur, but the trouble is rare.

The main cause of difficult starting seems to be overheating of the starter motors. These are usually tucked in behind the exhaust manifold, and are nearly red hot when they are called upon to work at a pit stop. Now, a hot starter has a high electrical resistance, and brushes and commutators do not work well when overheated; nor are these conditions ideal for the bearings. So, some cars were delayed at the pits while their mechanics coupled up 24-volt batteries. That did the trick!

The answers to all these problems are obvious, but it is no use going to Le



MOUNT DUNLOP: Tyre wear at Goodwood was considerable and the Dunlop boys were out in force. A Lotus receives attention during practice.



THE LARGE AND THE SMALL. The Gregory/Ireland Ecurie Ecosse D-type Jaguar, which finished fifth leads the Burgess/Mackenzie-Low Elva through St. Mary's.

Mans, for instance, until they have been solved. Even on the starting grid at club meetings, one often sees these small sports-racing cars in difficulties, and one feels that perhaps the quest for lightness has gone too far when it entails the misuse of pint-sized batteries.

There was also an epidemic of overheating, and many were the clouds of steam rising from the pits. The reason is difficult to understand, for although the weather was warm it was by no means tropical. The nature of the Goodwood circuit does postulate a large amount of gear-screaming, and the run down the straight is not long enough to provide any useful cooling. It can only be assumed that radiators of greater capacity, allied with larger air ducts, would be beneficial in some cases.

The performance of the little Lola excited great interest, and its 1,100 c.c. class fastest lap was indeed an achievement. The puncture incident was unfortunate, to say the least, and the reason for its stoppage near the end of the race was a sheared distributor drive, which is just one of those maddening things. This race proved abundantly that this extremely light car is strong and rugged, for no structural troubles were experienced, and the chassis seemed as good as new when I examined it. The all-independent suspension gave great stability and phenomenally short braking distances.

As a demonstration of ultra-high speed reliability, the performance of the Aston Martin team was terrific. The, more one sees of these superb cars, and the work of Reg Parnell's team of mechanics, the more one wonders at the unspeakable bad luck that has so far denied them a Le Mans victory. It must come soon!

SHERBURN SPRINT

ALTHOUGH the meeting had to be organized at the last minute, nearly 50 cars took part in the "Gunter Trophy" sprint meeting held by the Yorkshire Sports Car Club and the Darlington and District Motor Club at Sherburn airfield on Sunday, 21st September.

They included several very exotic machines, the most being the Ferrari Europa three-litre, formerly owned by the Marquis de Portago and now the property of Keith Schellenberg, and the Facel Vega of Arnold Burton. These two cars contested the large sports car class and as the Ferrari was troubled by a slipping clutch the decision went to the Facel Vega.

The course consisted of an elongated "U" laid out on the main runway with the start and finish quite close together. Brute force and acceleration were most needed, but skill was required to negotiate the hairpin bend without losing time especially after the hard showers which took place half-way through the meeting.

Closest battle of the day was between Ken Lee (Speedwell A35) and Henry Holliday (Speedwell Minor). Both drivers stripped the seats out of their cars and removed every ounce of surplus weight, but Holliday, who had fitted A35 wheels to his machine, was just that little faster and won by 15/100ths of a second.

Edgar Wadsworth's Volkswagen went remarkably quickly and noisily to beat Bob Monkman's Fiat 1100TV by more than four seconds, and Derek Clark scored his usual victory in the hard-fought large saloon class with the Raymond Mays Zephyr II.

The rain spoilt the later runs and also discouraged the many spectators before the end of the meeting.

PETER CRAVEN.

Provisional Results

Touring Cars, up to 950 c.c.: H. O. Holliday (Speedwell Minor), 54.48; **1,300 c.c.:** E. B. Wadsworth (Volkswagen), 52.10; **1,900 c.c.:** C. W. Buckley (Magnette), 54.02; **over 1,900 c.c.:** E. D. Clark (Ford), 47.82.

Sports Cars, up to 950 c.c.: Dr. I. Williams (Austin-Healey Sprite), 54.66; **1,500 c.c.:** E. B. Wadsworth (Porsche Carrera), 45.01; **2,700 c.c.:** A. Stross (Aceca-Bristol), 45.01; **over 2,700 c.c.:** A. Burton (Facel Vega), 45.12.

Sports-racing Cars, up to 1,500 c.c.: N. V. Barclay (Cooper-Climax), 39.62; **over 1,500 c.c.:** G. Tyrer (Jaguar "C"), 39.04 (B.T.D.).

WELLESBOURNE SPRINT

FINE weather, a good crowd and a good entry list made the Motor Cycling Club's Sprint, held at R.A.F. Wellesbourne, Mountford, a success.

It was a restricted meeting and, quite naturally, had a bias towards two- and three-wheel brethren. Three of the car classes were under-subscribed and in these three drivers took class awards against no opposition.

The most popular class was from 500 to 1,300 c.c. In this, for sports cars, were a Lotus XI, a Cooper-Climax, driven respectively by Len and Mrs. Bluebelle Gibbs, an Anglia and a 5 cwt. Ford van and a much-modified Healey Sprite.

Len Gibbs took 16.20 secs. on his first run, with his wife only .09 sec. behind. Anstice-Brown, in the Sprite, whose engine had been modified by Speedwell and bonnet had been much maligned by the owner, led the 1172s.

In the later runs (competitors took four over a quarter-mile of well-surfaced runway), the Lotus's time came down to 15.89, just beating the Cooper's 16.00.

K. Piper's Sunbeam was the only car in the 1,301 to 1,600 c.c. class and his fastest time was 19.76 secs.

On his first run in the over 2,600 c.c. class E. Offley's red Austin-Healey recorded 16.86, and although D. Underwood brought his time down on each run he never broke the 18-second barrier.

In category II, for racing and sports-racing cars, the up to 1,300 c.c. class consisted of 1100s. The Gibbses were joined by Mackie's Lotus XI, a Cooper-J.A.P. shared by Anstice-Brown and B. J. Parker, and, just to remind us of days long since gone, G. H. Fisher in his G.6 Amilcar.

It was obvious from practice that the Cooper-J.A.P. would take some beating and by the end of the runs it took both first and second places, Anstice-Brown turning in 14.02 to Parker's 14.17 secs.

D. Wilson's Toucan-Austin, which performed quite happily at Silverstone last week, was the only car in the 1600 class, but evinced more interest than any other there, with the possible exception of the Amilcar and Raven's Bugatti.

It has a B.M.C. "B" series engine with an M.G. gearbox, a Morris Minor rear end and an Elva-like front axle. The bodywork is not up to the standard of the rest of the car, but with some more experience of double curves it will have an excellent future among the fifteen hundreds.

Another lone car class was Dudley's Austin-Riley—a Riley with a 2.2-litre Austin engine. The biggest trouble was the back axle—said to be 5.15 which meant the engine peaking at 60 in top. Certainly not the thing for a sprint meeting.

The over 2,600 c.c. cars consisted of Kenyon's XK 120 and Raven's Bugatti. Kenyon tried it both ways, hood up and hood down, but he couldn't match Ettore's machine which left two beautiful rubber lines till the wheels began to grip. Raven just broke 15 seconds with 14.94.

The fastest time of the day went to G. Brown who took only 11.83 seconds in his 998 c.c. Vincent Spl.

In the three-wheeler class, entrants were mounted on anything from Messerschmitts to extremely potent Moggies. Piper's Messerschmitt was the only one in the 350 class, while J. W. Rowberry in his 948 Morgan (21.98) took the bigger class from P. J. Burnes.

PETER CRAVEN.

Results

Category I: Up to 1,300 c.c.: 1, L. Gibbs (Lotus XI), 15.89 s.; 2, Mrs. R. B. Gibbs (Cooper), 16.0 s. **Up to 1,600 c.c.:** 1, K. Piper (Sunbeam Rapier), 19.76 s. **Over 2,599 c.c.:** 1, E. Offley (Austin-Healey 100), 16.86 s. **Category II: Up to 1,300 c.c.:** 1, J. W. Anstice-Brown (Cooper-J.A.P.), 14.02 s.; 2, B. J. Parker (Cooper-J.A.P.), 14.17 s. **Up to 1,600 c.c.:** 1, D. Wilson (Toucan-Austin), 16.54 s. **Up to 2,599 c.c.:** 1, R. J. Dudley (Austin-Riley), 22.86 s. **Over 2,599 c.c.:** 1, A. S. Raven (Bugatti), 14.94 s.



RAIN, RAIN, GO AWAY, sighs George Constantine as he waits to get going in the big Aston Martin. Note compulsory anti-roll bar behind the driver.

LIME ROCK PROFESSIONAL

George Constantine (3.9 Aston Martin) wins by a handsome margin

By Ruth Sands Bentley

IT took a lot of nerve for a sports car driver to compete in the recent races at Lime Rock. For the Sunday races were professional, and every man who drove there knew he would be barred from competing in future races of the Sports Car Club of America. Rumour has it that winner George Constantine signed a release similar to the one Walt Hansgen signed before racing in England. If so, Constantine may be permitted to continue as an amateur. Time will tell. Division of the purse at Lime Rock was: First Place, $500; Second Place, $400; Third Place, $300; Fourth Place, $200; Fifth Place, $100; Sixth Place, $100; Seventh down to Twenty-Fourth, $50 each.

Rain and drizzle on 7th September failed to dampen the spirits of a large segment of sports car enthusiasts who have been advocating professionalism for several years; and it failed to drive away the 7,200 spectators who huddled on wet hills to watch United States Auto Club's initial sports car venture. On hand was amicable Duane Carter, director of competition for U.S.A.C. and responsible for its Sports Car Division. And with him was Bill Smythe, Sebring's genial chief steward acting in the same capacity at Lime Rock.

Machinery was a disappointment. Of the 17 cars, many were antiquated. The outstanding mount was Elisha Walker's new Aston Martin 3.9, recently imported from England. The handsome car was fast, and its driver—George Constantine—was completely satisfied.

At 3 p.m., the scheduled time for the start, word came over the loudspeaker that skies were clearing in Poukeepsie, a town south-west of Lime Rock, and that the Lime Rock race could start as late as four or even five o'clock. More rain fell, and people gathered in cars and under canopies in cheerful groups. Someone asked the question, "Which well-known S.C.C.A. Contest Board member was seen seeding the clouds this morning?" Rain lessened. The hamburger and hot dog stands had good business despite the weather, and sold out of everything before the day was over. At 4 p.m. Connecticut State police officers walked out on the course and looked skyward; then they got in their car and started circling the 1.5-mile course. They got back to the finish line, announced that the rain had stopped but that the course was still soggy.

Ed Kemm, promoter of the race course in Danville, Virginia, tried taxying his Piper Tri-Pacer around the course to dry it off. The plane's cornering was not too good! He had to try the first turn twice. Then everyone in the paddock area was asked to drive around the course. The invitation was accepted immediately by a strange assortment of conveyances from tractors to tricycles, numbering 149 in all. Traffic was dense. As an ambulance passed, someone asked, "What class is that racer in?" Margaret Peck, wife of the announcer, answered without hesitation, "Class H—for hospital." At 4.15 p.m., practice got underway. At 4.30 p.m., cars lined up for the start.

Constantine (Aston Martin) was first in the lead, Ruby (Maserati-Corvette) passed him, then Kessler (Ferrari) passed both in a flash, but he *passed* the *first turn* too. Back from the escape road, Kessler re-entered the race second from last. Constantine (Aston Martin) was leading the first lap when the cars were sighted, with Ruby (Maserati-Corvette), Teague (Corvette-Jaguar D), Said (Sadler Special), Markelson (Ferrari), Jacobs (Ferrari), Rutan (Porsche), Ensley (Jaguar) and Bunker (Porsche) all close. Kessler had moved up four places and was picking off opponents. Constantine completed lap two in 1 min. 11.20 secs., while Kessler was reaching sixth position; next lap Constantine circled in 1 min. 10.1 secs. and Kessler was in fifth position. Said passed Teague; Kessler also passed the Corvette-Jaguar D; and by lap four Constantine had a strong lead. Said was attacking Ruby; and Markelson's Ferrari was leading the 2-litre class. Constantine completed lap five in 1 min. 9.75 secs.

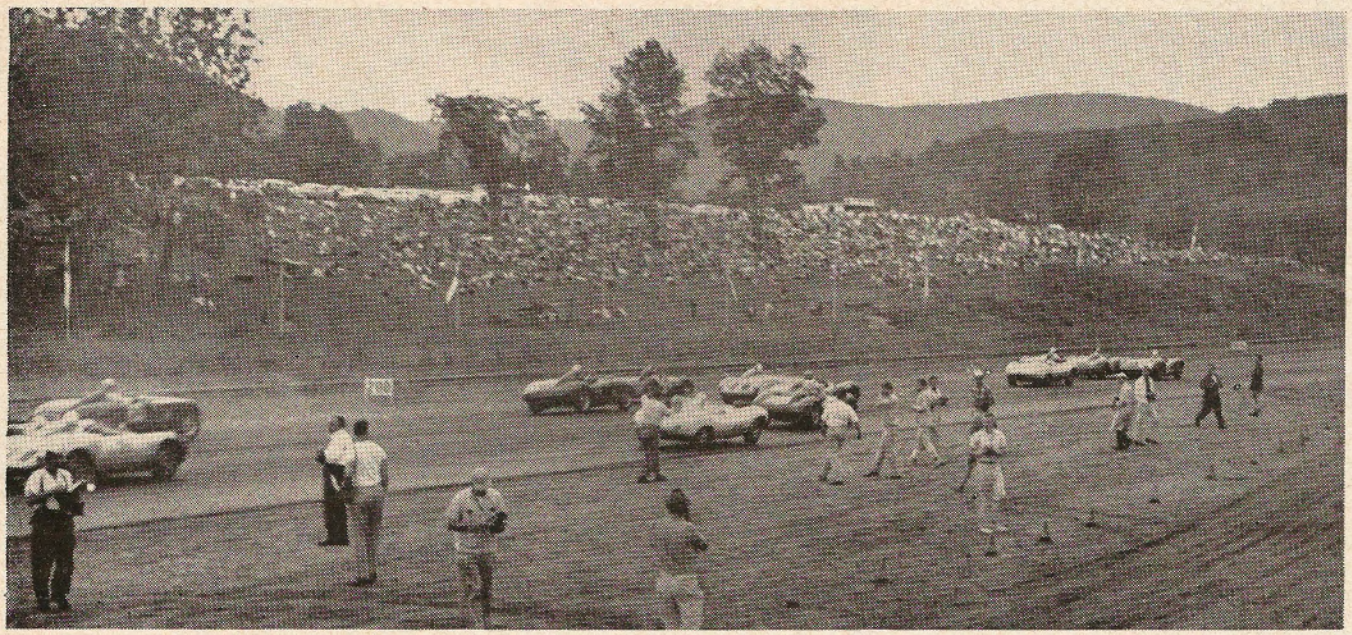
Constantine continued pulling away from the field. Having no competition, his lap times increased. Now all eyes were on the battle for second place. Said passed Ruby on lap eight; and Kessler began hounding the Texan, passing him on lap 11. The lead cars were slicing their way through slower cars as they lapped them, and the Said-Kessler-Ruby battle was hottening, Ruby passing Kessler and then being passed again. Lap 20, Ruby repassed Kessler, Constantine was some 25 secs. ahead of Said and

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NEW BOY Lloyd Ruby from Houston, Texas, took the considerable step from midget cars to real sports machinery. He proved to be a talented performer and had a splendid duel with Bruce Kessler.

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AWAY THEY GO: Racing into the first turn just after the flag has dropped are Constantine (DBR2), Kessler (Ferrari), Ruby (Maserati-Corvette) and Teague (Corvette-Jaguar).

had averaged 78.147 m.p.h. for the first 20 laps. Chris Economaki, who had taken over from Art Peck on the public address system, said the reason Constantine was not slowing with his tremendous lead was apparently because he was out to break the course record. Constantine had broken the lap record in practice when he set up a sizzling 65.21 secs. for 82.809 m.p.h. However, his 20-lap average did not approach the speeds of the two Lister-Jaguars on 5th July when Walt Hansgen's and Ed Crawford's 20-lap average in the main event was 82.1 m.p.h., and when Crawford went ahead to beat the American champion. On the other hand, 100 laps and possible blow-outs did not face the Lister-Jaguars.

Ruby and Kessler see-sawed to the spectators' delight—passing and repassing—but neither could catch speedy Said, who kept the Sadler Special out of reach. The red car from Canada was being sponsored by Earl Nisonger for K.L.G. spark plugs.

While Constantine was bringing his 30-lap average up to 78.834 m.p.h., Said stopped quickly in his pits, falling back to fourth spot and losing his second place to Ruby. Kessler overtook Ruby. Said again returned to his pits, information reaching the public that the mounting bolts on the rack-and-pinion steering had come ajar, but the trouble had been remedied. Jacobs's Ferrari Monza, very beaten up in appearance, retired when the engine overheated and a bearing burned out. By lap 35, Constantine had lapped everyone but Ruby and Kessler, who were still battling.

Said's Sadler Special retired in spectacular fashion when a king pin broke right at the start-finish line. A wheel almost came off, the leaning permitting the bottom of the car to drag on the pavement—sending out sparkling fireworks as it took the escape road.

Constantine lapped the entire field when he passed both Ruby and Kessler on lap 39. Several cars were in the pits; several had retired. Constantine missed the first turn on lap 47, but a fast U-turn got him back quickly. And on lap 47, Kessler passed Ruby to reach second place.

Every car was required to finish 51 laps to get $50 running money, 10 of them made it. By lap 52, Kessler was increasing his lead over Ruby; Indy's Roger Ward was learning the knack of shifting gears in the Alfa Romeo Disco Volante which he had seen for the first time only shortly before the start of the race; Marshall Teague's Corvette-Jaguar D stopped on the course with mechanical difficulties; Jack Ensley retired his D Jaguar with red hot brakes and possible broken axle; and the race was becoming the survival of the fittest. Tired iron gets weary early.

Lloyd Ruby, who hails from the big state of Texas but races little old midgets, was not letting up on Kessler. His Maserati harassed the Ferrari lap after lap, finally going by on lap 60, retaining second place for 10 laps. But lo! What happened! Ruby's Maserati flew downhill into the main straight with the driver sitting on the rear deck, his foot braced on the car's door. Was he ditching? Was the car on fire? No smoke was seen. There were two cars moving swiftly behind him, and they would be trying to make the turn. Would he be in their way? Somehow or other the Texan steered the Maserati—with his feet on the steering wheel!—to the side of the road and stopped short of the turn. The driveshaft had broken but fortunately Ruby was uninjured. Markelson moved his 2-litre Ferrari into third place; and the Porsches of Meinhardt and Rutan were duelling for fourth spot.

Constantine's average for lap 80 increased to 79.95 m.p.h.; there were 20 laps to go; and no one had stopped for tyres. The skies were black; the hour was 6.30 p.m. Rain was approaching. Pit stewards made way for Constantine as his pits called him in for tyre inspection. Kessler got the GO signal. No jack was needed for the Aston Martin. Constantine was waved back on the course after a speedy tyre check; the 14 lost seconds did little harm to his tremendous lead. Constantine completed lap 90 in 1 min. 6.48 secs., next lap the clouds hung lower; lap 92 the rain hit the hills beyond the Lime Rock track and the chequered flag was unfurled. The race was called at 93 laps, just before the deluge.

To say that U.S.A.C.'s first professional sports car race was an unqualified success would be an untruth. There are those who thought Lime Rock's manager, John Fitch, should have cancelled the event when the field turned out to be poor. Ed Kemm, of the Danville Race Course, has cancelled his until 1959. But there had to be a start if this kind of racing is to catch on in America; and from the crowd that braved the bad weather at Lime Rock, it seems likely that it will catch on. Other U.S.A.C. races are scheduled for Watkins Glen, Marlboro and Riverside in the near future.

The opening paragraph of this report, which says in so many words "A go for dough takes nerve you know", is not entirely true. There are many members of the Sports Car Club of America who have fought the club's policies for a long while and who eagerly awaited the opportunity to jump on the professional bandwagon. S.C.C.A. racing grew dull after Carroll Shelby, Phil Hill and Masten Gregory went to Europe this year. Distaff drivers Denise McCluggage and Isabelle Haskell de Tomaso have been acutely missed from the racing scene, too. Only recently have the S.C.C.A. races come back to life, and Lance Reventlow's Scarabs are responsible for the change of pace. The big question now is "Will Lance Reventlow go professional?"

It is interesting to note that of the eight finishers, the first seven were *former* competition licence holders of the S.C.C.A. and, with the exception of Bruce Kessler, they all lost their licences at Lime Rock.

Results

George Constantine (Aston Martin 3.9), 78.838 m.p.h.; Bruce Kessler (Ferrari 3.5), 77.431; Alan Markelson (Ferrari 2 TR), 75.325; Vic Meinhardt (Porsche RS), 75.340; Bill Rutan (Porsche Spl.), 75.187; Bob Kuhn (Maserati 200S), 73.751; Ray Saidel (Jomar 1100), 73.555; Herb Swan (Ferrari 3), 71.085.

NO SPECIAL EQUIPMENT needed for the "London". A marked map is provided for the navigation section (no plotting necessary), but an illuminated magnifier is an advantage. All road books and route cards are well designed and printed.



A VINTAGE "LONDON"

A first-class London M.C. National Rally—M. J. Webb/R. Crellin (Rapier) win Wick Trophy — Outright best performance by J. Sprinzel/W. Cave (Speedwell Sprite)

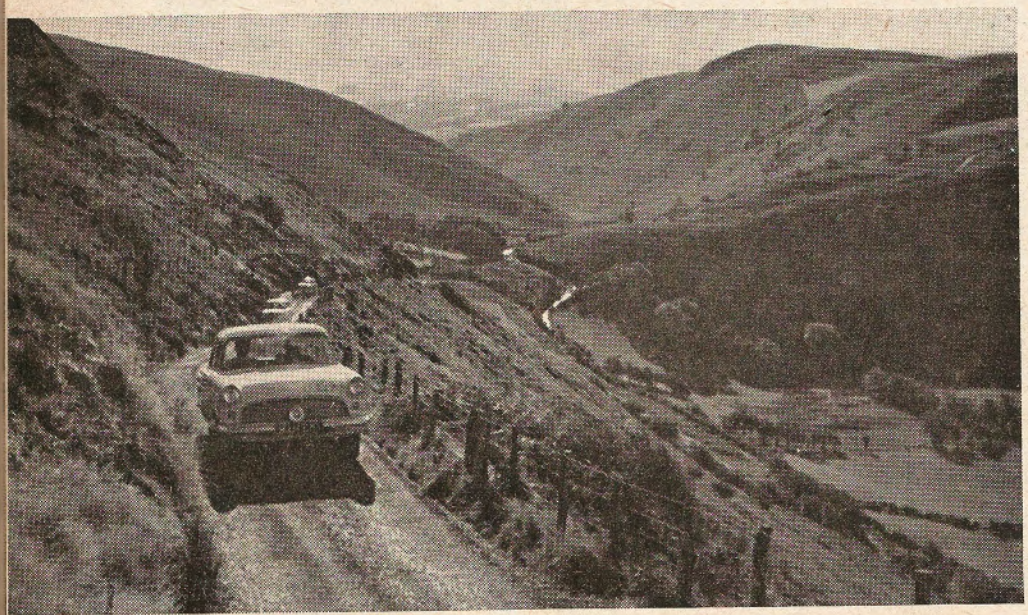
ONCE again the London Motor Club have produced a real cracker of a London Rally. This annual National event has built up an enviable reputation for being really tough, and yet for providing 24 hours of "good, clean fun" with no tricks or unnecessary brain-fag. The organization is always impeccable—"professional" is perhaps the word to describe it, as opposed to the amateur bumbling that sometimes goes on in other events—and the route chosen for the principal part of the night's fun and games is always fiendishly ingenious.

This year's event started last Friday afternoon, from points at Ascot, Leeds and Taunton, with more than 250 starters. The drill was that these three initial routes converged and eventually arrived at the Metropole Hotel, Llandrindod Wells in mid-Wales. This was easy, main-road motoring, with the likelihood of time in hand at the end of it with which to extend the official 20-minute break for refreshments. On checking out again, there were three driving tests held beside the town's boating lake; these were to decide ties only as far as the rally was concerned, but a special award was offered for the best performance in them, although the performer was required to be a finisher on the road to qualify.

Soon after leaving Llandrindod competitors were handed The Map. This is one of the most popular features of the "London" which suprisingly few clubs have emulated—although it must be the very devil to produce in quantity! This year it was one-inch Ordnance Survey sheet 140, with 27 controls already marked and numbered upon it. The competitors had been brought to the edge of it by route card, so that they had no idea beforehand of which area they were going to visit, and into the darkness of a Welsh night they were launched, in the mountainous area between Llandovery and Lampeter, at a 30 m.p.h. average. In this system there is no plotting to do—just honest-to-goodness map-reading and driving—and in that maze of tiny tortuous lanes, a crew has to be really good! Some of the time controls are as close as three miles apart, and even checking in and out can put one behind schedule: small wonder that—as usual—no one completed this night stage "clean". It lasted for some 200 miles with only one break of 13 minutes for refuelling in Tregaron before the final run over the notorious "Devil's Staircase" to Abergwesyn. This route has been used several times before as part of a daylight "scenic" route, but this time it was traversed in pitch darkness—and as it is a single-lane track, often only two ruts with grass in the middle, climbing and descending a thousand feet in 14 miles with innumerable hairpin bends, its entertainment value can be readily imagined!

From Abergwesyn a route card took them back to Llandrindod Wells for a welcome 1½-hour rest and some breakfast, for dawn was now breaking. As a beautiful sunny morning came into being, the final stages were tackled. Here, a series of route cards were issued, which incorporated a new innovation in British rallies. Following the pattern set by the Dutch R.A.C. West, in their Tulip Rally, the card showed a little diagram of every junction encountered, plus the mileages between them, with no written instructions at all. This worked very well and avoided the ambiguities and misunderstandings that always occur in written route instructions. This section was called "Crossing the Cambrians" and took competitors over the Rhayader Mountain Road to Devil's Bridge, back via the main road to Llanidloes and then north again to Llanbrynmair—all amidst the most glorious scenery, in most perfect weather. All that remained then was the long afternoon run home to the finish at Ascot on Saturday, through a couple of route checks on the way, and a control on the Welsh border ("Please have your Road Books ready in order to assist the officials in ensuring a speedy crossing of the frontier. Passports will not be required".)

The system for allocating awards is a



MOUNTAIN GREENERY: Climbing up Van Hill, near Llanidloes, Montgomeryshire, in the early morning sunshine, the R. Rash/P. Wren Ford Consul (with sticky tape numbers to replace the official plate lost in the night!) leads Frank Grounds/Jack Hay (Anglia) and two other cars after the whole procession had taken the wrong fork and descended in error, via the lane just visible in the background, to the wilderness of the valley floor.

little complex and the Wick Challenge Trophy, which is regarded as the Premier Award, is presented to the best crew in a standard production car. This is doubtless a relic of the days when cars were either production cars or real "specials", and the prevalent trend to slightly modify almost every rally car had not really begun. Naturally, everyone is mainly interested in who put up the absolute best performance, and as it happened a special—Johnny Sprinzel's Speedwell-modified Sprite, the same car that he used in the Alpine and the Liège-Rome-Liège—topped the non-existent general classification with a loss of only three minutes total time, an amazing performance. Navigator Willy Cave was on best form and this potent and well-tried combination of car and crew gave a wonderful show. However, the Premier Award itself was won by probably an even greater achievement, for Mick Webb, navigated by Ron Crellin lost only five minutes overall, in a standard Sunbeam Rapier, which is a bigger and heavier car than the tiny Sprite to hurl around mountain tracks—and moreover this was Crellin's first "London" and the first time this crew had ever rallied together! They were, of course, second in general classification; third were G. H. F. Parkes and G. W. Howarth in a 3.4 Jaguar; fourth were Ron Gouldbourn and Stuart Turner in a TR3, and fifth D. H. Holland and D. G. Phillips in a Minor 1000—so the honours were spread very representatively.

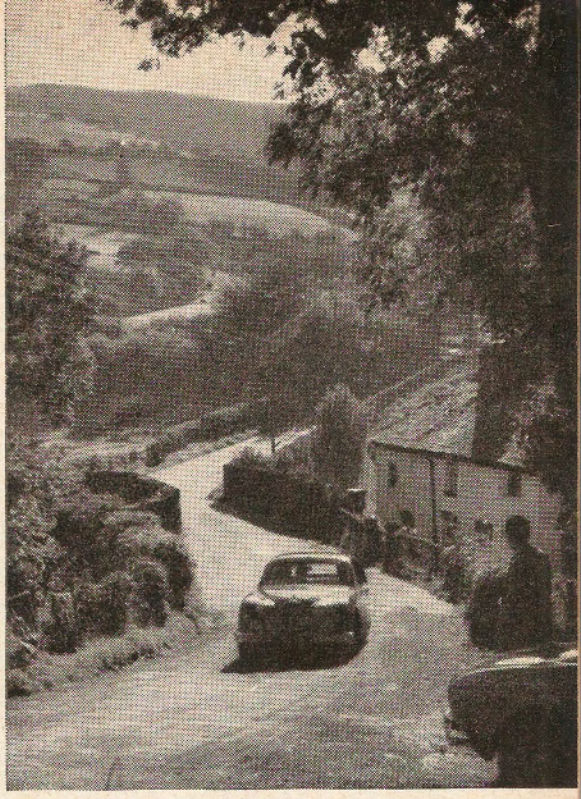
The Novices—who had to be *really* novices—had their own set of awards and a shortened version of the night map reading section; they were started off after the "experts", to avoid unnecessary baulking, but most of them acquitted themselves well, F. Hayes and E. Benson in an Austin Westminster, only losing three minutes—a very fine performance—to win the category.

Pauline Mayman and Valerie Domleo (Morgan) won the Coupe des Dames, with only 44 minutes lost, in spite of having a puncture during the map-reading section and changing a wheel; it took them just 13 minutes. Others had their misfortunes, serious and not-so-serious. Frank Grounds ran out of fuel and had to detour to replenish, coasting into a garage with a dry carburetter. At 3 a.m., out at Abergwesyn, we encountered M. F. Baker and J. Makin busily photographing competitors for the "Norwester"—the L.M.C. magazine, as they came off the "Devil's Staircase". They had been competitors themselves until an hour or so before, when they slid irrecoverably into a ditch and retired. H. R. Braithwaite and J. J. S. Strutt hit a wall when a front tyre burst on their Standard 8, but although severely mangled, the car was driven home. J. H. La Trobe and E. C. Hatfield were audible for miles before they reached us at Abergwesyn, having lost the exhaust system of their Borgward. A great many cars showed signs of minor contact with Welsh walls, but one of the unluckiest was Paul Treadgold, who encountered a very stout bridge parapet with his Rapier, and all but went through it to a 20 ft. drop into a river. ("Indeed to goodness, mun," said the locals, "and we'd only just mended that bridge after that TR2 hit it last week!")

However, most people managed to get through, although road conditions were anything but easy, due to heavy rain which had fallen the previous day. Some of the dozens of gallant marshals had difficulty reaching their posts, due to flood water, but they were all in position on time, and all competitors were high in their praises for the really slick control work, and for the route dreamed up by Ron Carradine and Ian Mackenzie, assisted by Colin Hoile, Sir Charles Kimber, Ian Lewis, Derrick Scott-Job and John Suter, the latter also being Chief Marshal.

Certainly the London is an object lesson to anyone on how to run a rally. We have competed twice, but this year watched it from the sidelines: now next year we must get an entry in early. . . .

STUART SEAGER.



WELSH villages come and go, but the route goes on for ever—or so it seems in the final stages! Here E. Brinkman and W. Holding (Jaguar 3.4) enjoy the early morning sunshine on Saturday.



HAPPY LADS: From left to right, Mick Webb, Ron Crellin, John Sprinzel and Willy Cave, after the rally.

ARRIVING (below) at 4 a.m. at Abergwesyn—the foot of the Devil's Staircase—Ron Gouldbourn and Stuart Turner even had a minute or two in hand. Theirs was the best production sports car and they finished fourth overall.



RESULTS

EXPERTS

Best Performance by a closed or open production car: M. J. Webb/R. Crellin (Sunbeam Rapier), 5 marks lost. **Best in opposite class:** R. A. Gouldbourn/S. Turner (Triumph TR3), 9. **Best "Special":** J. Sprinzel/W. Cave (Speedwell Sprite), 3. **Second Best closed car:** G. H. F. Parkes/G. W. Howarth (Jaguar 3.4), 8. **Second Best open car:** H. A. Appleby/Dr. R. McGhie (Austin-Healey Sprite), 47. **Third Best closed car:** D. H. Holland/D. G. Phillips (Morris Minor 1000), 11. **Third Best open car:** F. D. Dent/J. D. Bryant (Jaguar XK 140), 71. **Fourth Best closed car:** D. J. Morley/G. E. Morley (Riley 1.5), 28. **Ladies' Award:** Mrs. P. Mayman/Miss V. Domleo (Morgan Plus 4), 44. **Members' Trophy:** G. W. Best/H. Liddon (Triumph), 26. **Mixed Crew Award:** B. Phipps/Mrs. A. Phipps (Riley 1.5). **Best Driving Test Performance:** A. L. Yarranton (Morgan Plus 4),48.8 s. aggregate. **Individual Team and Club Team Awards:** (Shenstone & D.C.C.) Holland/Phillips, Webb/Crellin, R. B. White/A. E. Thompson (Vauxhall Victor), 63 total marks lost. **Club Team Award runners-up:** (Knowldale C.C.) D. C. Astle/G. Parker (Sunbeam Rapier), M. Sutcliffe/G. P. Crabtree (Morris Minor 1000), K. C. Walker/F. Trickett (Triumph), 65 total marks lost.

NOVICES

Best Performance by an open or closed production car: Major F. Hayes/E. Benson (Austin Westminster), 3 marks lost. **Best in opposite class:** R. N. Roadnight/L. Lane (Triumph), 31. **Best "Special":** A. C. Cook/J. F. Hughes (Austin A35), 108. **Second Best closed car:** Rev. H. R. M. Harries/R. P. Whiting (Ford Anglia), 61. **Third Best closed car:** P. B. Kerridge/A. Thompson (Riley 1.5), 67.

CORRESPONDENCE

Flag-Waving

MAY I, through your columns, draw attention to the excellence of the flag marshalling at Brands Hatch during the International Meeting on 30th August.

If you examine the picture on page 308 of 5th September AUTOSPORT you will see that while the incident only started perhaps some 60 feet or 1 second before the camera clicked, the yellow flag is flying clearly. Even the closely following drivers have had little time to do more than move out from their line by two or three feet.

Twice during the afternoon I was able to avoid damaging my Lotus in similar circumstances helped by very fast flag marshalling on the circuit.

PETER RILEY.

BROADWAY, WORCS.

The Name's the Same

"RICHARDS" is a relatively common name, but it is a strange coincidence that there should be two Robin Richards connected with motor sport. This is continually causing misunderstanding.

I am the Robin Richards who broadcasts for the B.B.C., who regularly raced and rallied during the years 1947 to 1950 inclusive and who has recently published a book entitled *Speed and a Microphone*. Another Robin Richards (like me, connected also in the motor trade) participates currently in rallies and club races; he is no relation of mine.

Whether the "R. Richards" who is at present involved in correspondence in AUTOSPORT with Messrs. Pacey and Fishwick is the other "Robin Richards" or yet a third Mr. Richards I do not know. I would, however, like to point out that certainly it is not me!

ROBIN RICHARDS.

LONDON, S.W.1.

The "International" T.T.

IF the T.T. on 13th September was an example of "International" Sports Car racing, then the sooner we replace it with F1 the better. As an Aston Martin "benefit", it was a classic, but thanks to Behra and the Porsche, it was saved from being about the most dull and boring T.T. ever run.

Obviously, many people went to Goodwood *expecting* (and rightly so) to see an exciting battle between Aston Martin and Ferrari but, according to Raymond Baxter, their only reaction was one of "disappointment". My feelings could be better described as those of extreme rage.

H. DOBSON.

NEW ROMNEY, KENT.

Grid Starts

ONE aspect of the grid start has puzzled me for some time and is underlined by a photograph on page 109 of your issue dated 25th July, which depicts Stirling Moss, immediately after the start of the sports car race at Silverstone, glancing "over his shoulder before pulling across for Copse Corner".

Why is the man with the best practice time not placed on the outside of the front row, to obviate the necessity of pulling across? I realize that the validity of this suggestion rests upon his leading at the first corner, but so does the whole concept of the grid start. Would someone, please, enlighten me?

ROBIN CLARK.

TORONTO, CANADA.

Calling the Tune

AS a firm supporter of Formula 3 racing I would question many well-known motor racing journalists and radio commentators when they refer to Mr. Francis Beart as the "Ace-tuner".

Surely this title should go to the man whose engines have the most consistent record of *wins* over the past few seasons and facts and figures will show that although Mr. Beart has had many near misses the title must go to Mr. Steve Lancefield whose engines during the past three seasons have been almost unbeatable—Jim Russell in a Lancefield-tuned Cooper having won the 500 c.c. Championship for three years in succession.

During the current season I understand that Mr. Lancefield has turned his efforts to a petrol engine, and Tom Bridger using this engine in several races has finished in consistently high positions against the majority of cars running on dope—*viz.*, the Whitsun Meeting at Crystal Palace, the Formula 3 Race being won by T. Bridger with a Lancefield-tuned petrol engine.

Let us give credit where credit is due—the title of Ace-tuner belongs to one man and one man only, namely, Mr. Steve Lancefield.

M. MCNICHOLL.

LONDON, E.C.1.

INTERNATIONAL CALENDAR 1959

HERE is the International Contest Calendar for 1959, just announced by the R.A.C. Competitions Department. Drivers' Championship (D.C.), Sports Car Manufacturers' Championship (S.C.) and Rally Championship events have been approved by the Commission Sportive Internationale (they are shown in bold type). Other dates are subject to adjustment at the next meeting of the C.S.I. on 7th October. The type of event is indicated thus: Formula 1 (F.1), Formula 2 (F.2), Sports (S), Grand Touring (G.T.), Formule Libre (C).

RACE MEETINGS

	January	
10.	New Zealand	Auckland (C, S)
24.	New Zealand	Christchurch (C, S)
31.	New Zealand	Dunedin (C, S)
	February	
7.	New Zealand	Invercargill (C, S)
	March	
14.	U.S.A.	Sebring (F.1)
21.	**U.S.A.**	**12 Hours of Sebring** (S.C.)
30.	Great Britain	Goodwood (F.1, 2, S)
	April	
4 & 5.	U.S.A.	Daytona Beach (F.1, S)
18.	Great Britain	Aintree (F.1, 2, S)
25.	Italy	Syracuse (F.1, 2)
	May	
2.	Great Britain	Silverstone (F.1, 2, S)
3.	Italy	Monza (G.T.)
10.	**Monaco**	**Grand Prix** (D.C.)
16 &17.	Italy	Vallehurga (F.2, S, G.T.)
18.	Germany	Hockenheim (G.T.)
24.	**Italy**	**Targa Florio** (S.C.)
28 & 30.	France	Pau (F.1, 2, S, G.T.)
30.	**U.S.A.**	**Indianapolis 500 Miles** (D.C.)
31.	**Holland**	**Dutch G.P., Zandvoort** (D.C.)
	June	
6.	Great Britain	Brands Hatch (F.2, S)
7.	**Germany**	**Nürburgring 1,000 km.** (S.C.)
14.	**Belgium**	**Belgian G.P., Spa** (D.C.)
20 & 21.	**France**	**Le Mans** (S.C.)
28.	Italy	Monza 500 Miles (C)
	July	
4.	France	Rheims 12 hours (S)
5.	**France**	**French G.P., Rheims** (D.C.) (F.2)
18.	**Great Britain**	**British G.P., Aintree** (D.C.)
19.	France	Auvergne (F.2, G.T.)
26.	Italy	Bari (F.1, 2, S)
26.	France	Caen (F.1, 2, S)
	August	
2.	**Germany**	**German G.P., Nürburgring** (D.C.)
15.	Italy	Pescara (F.1, 2, S)
24.	Portugal	Oporto (D.C.)
	September	
5.	**Great Britain**	**Tourist Trophy** (S.C.)
13.	**Italy**	**Italian G.P., Monza** (D.C.)
19.	Great Britain	Oulton Park (F.1, 2, S)
27.	Germany	Avus (F.2, S)
	October	
11.	**Morocco**	**Casablanca** (D.C.)
	November	
—.	U.S.A.	Riverside (F.1)
—.	**Venezuela**	(S.C.)
27 to Dec. 8.	Bahamas	Nassau (S)
29 to Dec. 6.	Australia	Melbourne (S.C.)

EUROPEAN RALLY CHAMPIONSHIP EVENTS

January 15/24	Monte Carlo Rally
February 23/26	Sestriere Rally
April 27-May 2	Tulip Rally
May 13/16	German Rally
May 28/31	Acropolis Rally
June 9/13	Rally of the Midnight Sun
June 24-July 1	Alpine Rally
July 22/26	Adriatic Rally
August 14/16	Rally of the Million Lakes (Finland)
September 2/6	Liège-Rome-Liège
September 18/21	Viking Rally
October 22/25	Portuguese Rally
November 16/21	Rally of Great Britain (R.A.C.)

British National Open Race Meetings

		March	
30.	Mallory Park	Notts S.C.C.	(C.S.T.)
		April	
11.	Oulton Park	B.R.D.C.	(S.C.T.)
		May	
18.	Crystal Palace	B.R.S.C.C.	(C.S.T.)
18.	Mallory Park	Notts S.C.C.	(C.S.T.)
		June	
28 or July 5.	Mallory Park	B.R.S.C.C.	(C.S.T.)
		August	
3.	Brands Hatch	B.R.S.C.C.	(C.S.T.)
3.	Mallory Park	Notts S.C.C.	(C.S.T.)
		September	
26.	Goodwood	B.A.R.C.	(C.S.T.)
		October	
10.	Snetterton	Snetterton M.R.C.	(C.S.T.)



RECOGNIZABLE immediately as a Rover, the new car is very well proportioned indeed, and is much sleeker and more modern in appearance than its predecessors, as well as being roomier. Notable are the slim screen pillars, brought well back to improve visibility.

JOHN BOLSTER LOOKS AT

The New Rover 3-litre

. . . and discovers a completely new 100 m.p.h. saloon, built to very high standards of quality, at a far from astronomical price.

★

THE Rover car possesses a reputation which must be almost unique. Other makes may be faster, or have more exciting design features, but the Rover is revered throughout the world for sheer quality. It is almost taken for granted nowadays that any new car will cause its owner a good deal of trouble, but a Rover is expected to be 100 per cent. reliable from the start, and to continue so indefinitely. All this is no accident, for each car goes through such a series of inspections and quality checks that any failure would be unthinkable.

It is thus of extreme interest that the Rover Co., Ltd., are producing an entirely new car. This is the most powerful Rover yet, having a 3-litre engine developing 115 b.h.p., and although it is lower, wider, and longer than previous models, the ancestry is still obvious. This machine is an addition to the existing range, which is continued with the exception of the 105R (automatic).

The 3-litre Rover is first of all a more roomy car than its predecessors. It is as fast as, or a little faster than, the 105S, and has greater acceleration. It combines this with the silence and smoothness of the 90, and much greater flexibility than has yet been offered. It will be appreciated, therefore, that the 3-litre is a high-quality, 5/6-seater saloon of superb refinement, with a genuine 100 m.p.h. performance in addition.

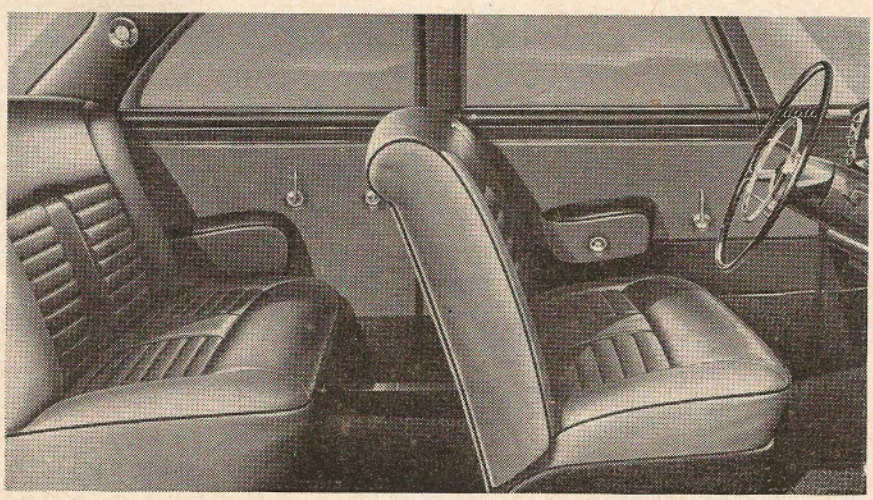
An entirely new engine has the traditional overhead inlet valves in the light alloy head, and side exhaust valves in the cast iron block. The most important feature is a sturdy crankshaft in E.N. 110 steel, running on seven copper-lead bearings. This permits a compression ratio as high as 8.75 to 1 to be used without any diminution of smoothness, and speeds up to 5,000 r.p.m. are easily encompassed. Roller-type tappets, borrowed from the latest Rover diesel engine, ensure a long life for the camshaft, while the timing chain has an hydraulically operated tensioner.

Although two carburetters are employed on the 105S, the manufacturers have a preference for the simplicity and easy maintenance of a single unit. Accordingly, Harry Weslake has developed a design which gives twin-carburetter performance from one large instrument. This is a 2 ins. horizontal S.U., and of course the air filtering and silencing are very thorough.

A Borg-Warner automatic transmission may be specified, or the excellent Rover four-speed gearbox in conjunction with a 10 ins. Borg and Beck clutch. In either case, the final drive ratio is 3.9 to 1, or 4.3 to 1 when the optional Laycock-de Normanville overdrive is fitted. The open propeller shaft is divided, with a central steady bearing, and the rear axle has a hypoid bevel.

An entirely new system of chassis construction is adopted. In brief, there is a box-section forward extension which carries the front suspension, steering, and power unit. This is attached to the main chassis-cum-body structure through six rubber-mounted anchorages. The floor pressings incorporate girder sections to take the main stresses, and the rear springs are isolated through extra large rubber bushes, and a novel triangular rubber mounting which avoids side float. It will thus be seen that road noise is insulated with great thoroughness.

The front suspension is also new, with wishbones and laminated torsion bars, which are anchored to a cross-member



INTERIOR comfort has been given careful consideration. A bench front seat is standard furniture, but separate seats may be ordered, and there is a choice of synchromesh gearbox, with or without overdrive, or Borg-Warner automatic transmission.

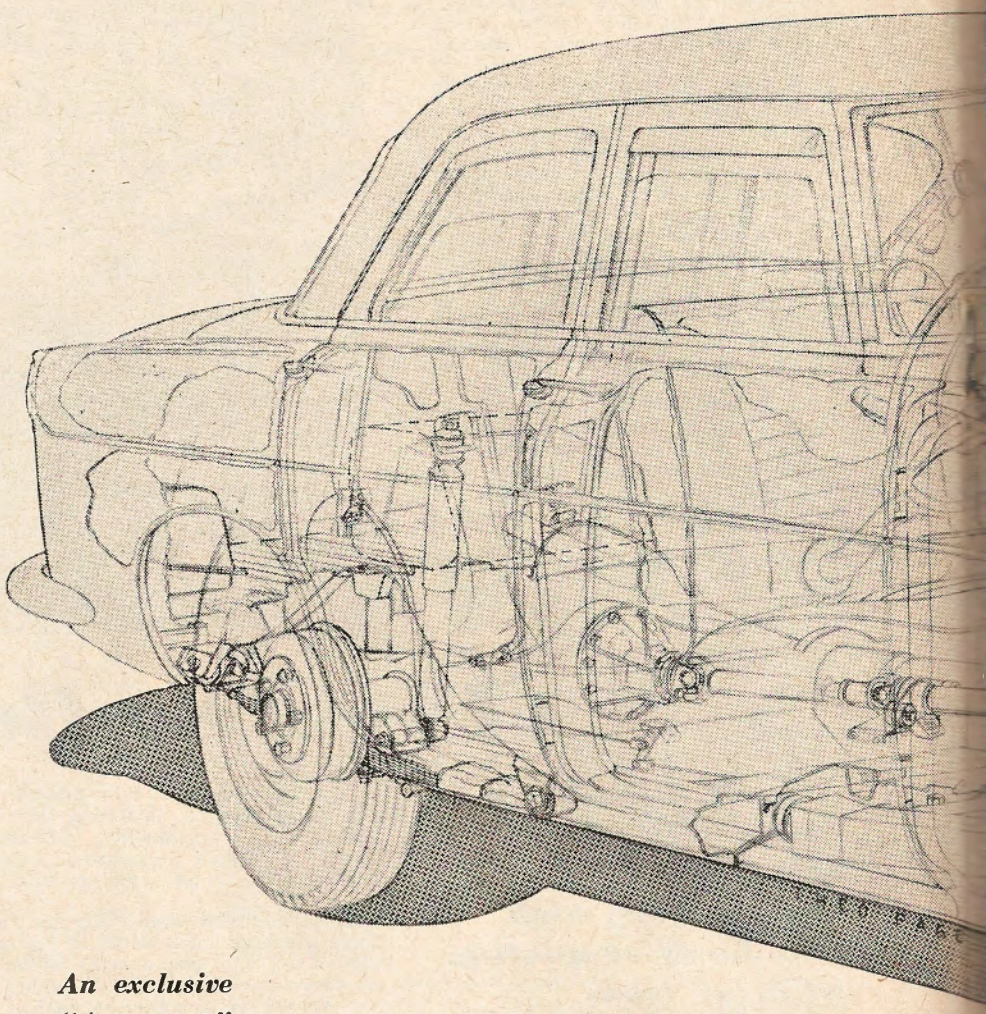
of the forward chassis extension. The top swivel pivot is a plain ball joint, but the lower load-carrying one incorporates a ball and anti-friction bearing. The Burman recirculating ball steering box operates through a forward-mounted three-piece track rod, and there is an anti-roll torsion bar. Telescopic dampers are used all round.

As on previous Rovers, the front brakes are of the two trailing shoe pattern, but the hydrostatic feature has been dropped in favour of an automatic clearance adjustment. The front drums are 11 ins. x 3 ins. in size, and at the rear the leading and trailing shoe brakes operate in 11 ins. x 2¼ ins. drums. The adoption of pendant pedals has made it possible to mount the master cylinder and Girling vacuum servo in a high and completely sheltered position.

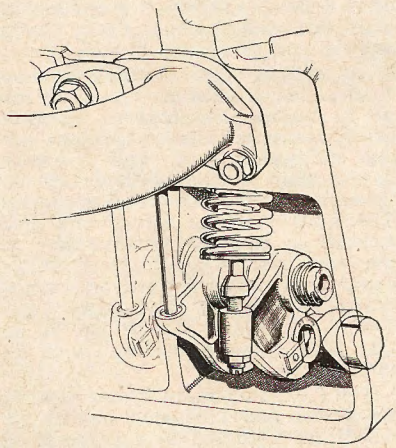
The body is of all-steel construction, and features an elaborate built-in heating and ventilation system, with a large air inlet in the centre of the scuttle. This has permitted the deletion of the ventilating panels at the front of the side windows, which, in conjunction with the narrow screen pillars, is most beneficial to visibility. Anti-draught louvres are also fitted to the windows. Bench-type seats are standard, but individual front seats may be ordered. The body appointments and equipment are of the highest Rover quality, and of course the finish is superb. Suffice it to say that the comfort of the passengers has been studied in the most minute detail.

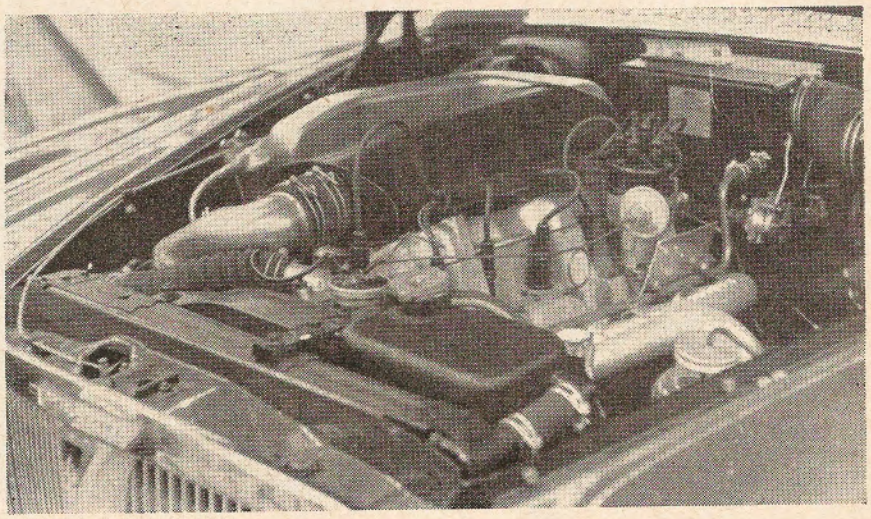
The wheelbase of the 3-litre is 9 ft. 2½ ins., and the track 4 ft. 7 ins. in front and 4 ft. 8 ins. at the rear. The ground clearance is exceptional at 7½ ins. and the weight is rather over 30 cwt. The price, including British P.T., is £1,763 17*s.* with synchromesh gearbox, or £1,921 7*s.* with Borg-Warner automatic transmission.

This car is bound to create a furore, both at home and abroad.

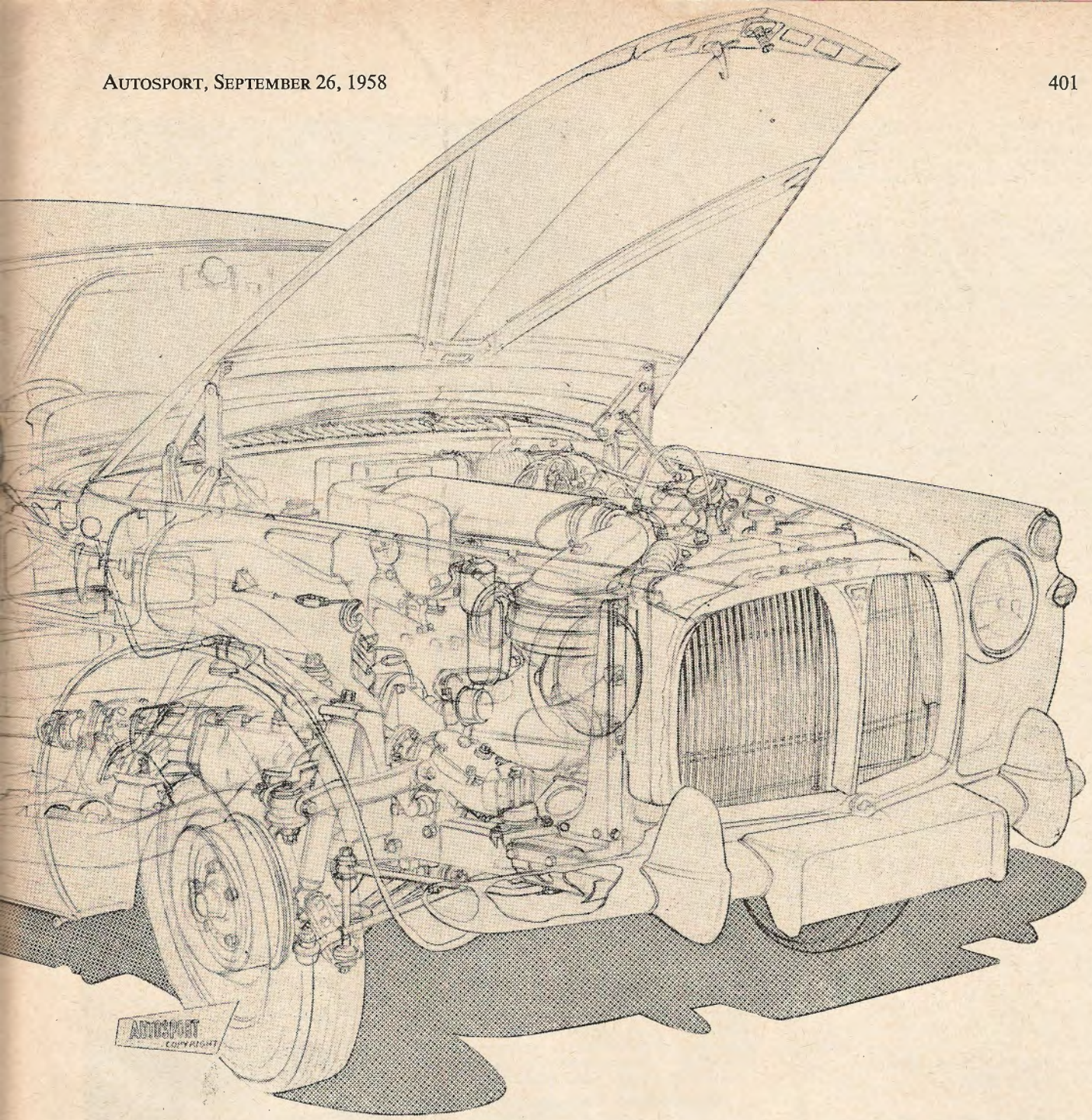


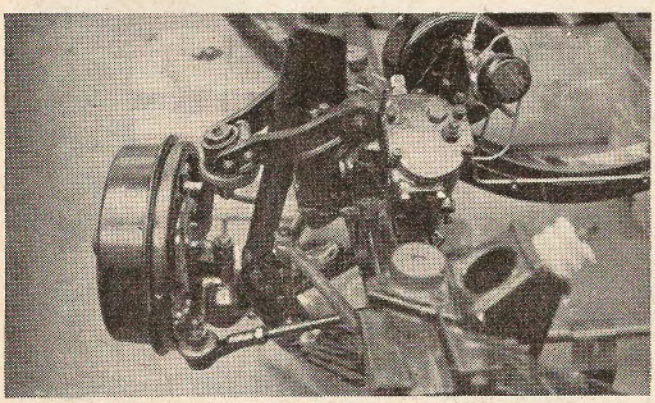
An exclusive "Autosport" cutaway drawing by Theo Page

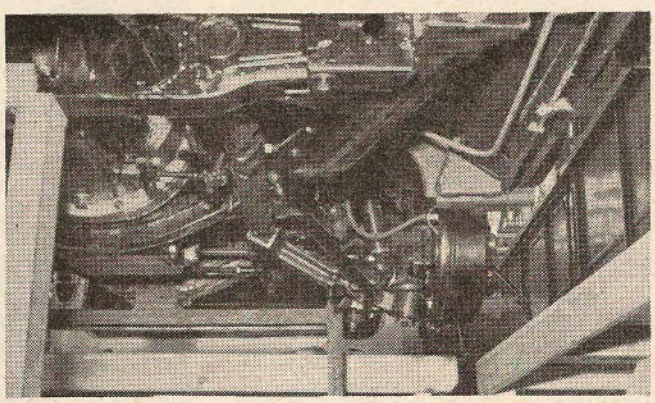




ENGINE accessibility (right) is good, electrical components being particularly easy to reach. The unconventional side-exhaust and overhead-inlet valve arrangement gives the engine an unusual "shape". Roller-type tappets (above) are also unusual and were originally used in Rover diesel engines.







FRONT SUSPENSION is shown here. Upper wishbones are conventional, but the lower ones are extended rearwards for greater rigidity. Springing medium is a gaitered laminated torsion bar running longitudinally and visible in the right-hand picture.

GENDEBIEN (FERRARI) WINS TOUR DE FRANCE

Consten/Hébert (Alfa Romeo) Win Two Categories

FOR the second successive year, Olivier Gendebien has won the Tour de France Automobile. With his co-driver Lucien Bianchi, fellow-Belgian, who drove most of the road section, while Gendebien did the circuit tests on which the event was decided, he brought his Ferrari 250 G.T. to victory once more in this unique event. The Tour was marred, however, by the tragic death of Peter Whitehead, when his Jaguar 3.4 went off the road and plunged into a ravine; at the time Peter and his half-brother Graham were leading the touring category. Graham escaped with his life.

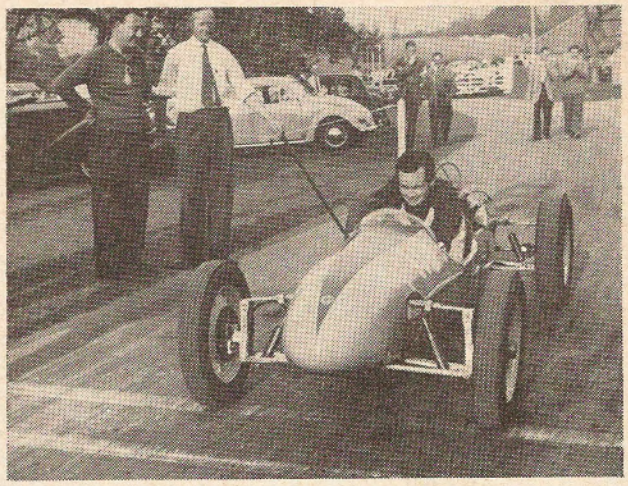
The Tour is run in two main categories—Touring and Grand Touring, and further subdivided into scratch and "Index" classes. Ferrari G.T. 250s took the first five places in the G.T. scratch category, Gendebien being closely followed home by Maurice Trintignant and Marcel Picard. In the G.T. Index of Performance, Laureau and Jaeger in a D.B.-Panhard were the winners. In the Touring category, in both scratch and index divisions, Hébert and Consten (Alfa Giulietta), winners of the Marathon de la Route, came out on top.

Tommy Sopwith, in another 3.4 Jaguar, collided with a taxi on the way to the control at Le Touquet, but Peter Jopp and Sir Gawaine Baillie, in yet a third 3.4, finished third in the Touring class and 11th in general classification. Highest-placed British driver was Stuart Lewis-Evans, co-driving with José Behra (Jean's brother) in a Porsche Carrera; they finished sixth in general classification. Australians David McKay and David Lewin, in a 2.2-litre Triumph TR3, were well-placed for some time until they retired, as was Don Bennett in the Fairthorpe Electron, the Climax-powered fibreglass-bodied car going splendidly.

The Coupe des Dames in the G.T. category was won by Swiss Nadège Ferrier and Italian Alicia Paolozzi in a Porsche Carrera, with Annie Soisbault and Michèle Cancre second in a 2.2-litre TR3 Triumph.

BEHRA WINS AT AVUS

JEAN BEHRA, in a Porsche RS, won the combined sports car and F2 Berlin G.P. last Sunday, on the very fast Avus circuit just outside the city. The race was run in heats for 1½-litre sports cars and Formula 2 machines, plus a combined final. Cliff Allison, in the works F2 Lotus, put up some very fast practice times, but early in the race he and George Wicken came into collision and both cars retired. On the first lap, when Masten Gregory (F2 Porsche), Cliff Allison and Ian Burgess (Cooper) were all fighting for the lead, Burgess went off the track on the 120 m.p.h. right-hand swerve before the banked left-hand turn. Ian was thrown out and was very lucky to escape with only a broken leg and suspected hip injuries. A feature of this race was the protracted battle between Jim Russell and Jack Brabham (Coopers) for second place, which lasted almost the whole distance. It is a feature of this freak circuit (which is part of a dual-track *autobahn*, with a hairpin at one end and a banked loop at the other) that if two cars are evenly matched, the one that takes the hairpin in second place will slip-stream the other and pass him just before the finishing line. Thus we had the comical scene of Brabham and Russell almost coming to a standstill on the last lap, in their efforts *not* to take the lead! Brabham gave way first and Russell inevitably passed him into second place.



"BOSH" — David Boshier-Jones made a run of honour up the hill at the recent national Prescott meeting wearing the laurels of the R.A.C. Hill-Climb Championship.

In the sports car heat, the main interest was the battle between Behra in the RS Porsche and Joakim Bonnier in one of the new Borgwards. Both drove superbly and very quickly, and Behra won by only two-fifths of a second.

In the combined final, victory went to Behra again, from Bonnier, with Masten Gregory in the centre-seat F2 Porsche third. Keith Hall in works sports Lotus ran a big-end and Tony Marsh (Cooper) threw a rod.

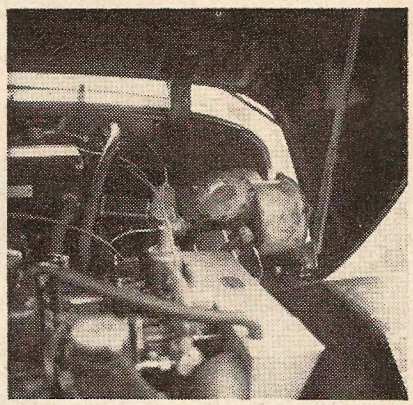
MORE "MODS" FROM HADDENHAM

ALEXANDER ENGINEERING have recently introduced a number of new conversion kits and services to keep pace with the constant flow of new models on the market. However, in addition to the usual treatment for making cars go faster, Alexanders now have the means to make them stop faster as well. A servo brake conversion kit is the latest idea, and supplies will be available immediately after the London Motor Show, but will be confined for the first six months to Lockheed-equipped cars; kits for Girling users should be available in the spring. Amongst the advantages of power brakes is the facility of using harder, fade-free linings without having to endure very high pedal pressures.

Engine "Added Performance" conversion kits are now available for the 1½-litre Series III Minx and Gazelle (£46); Series II Rapier (£53 10*s.*); Vauxhall Victor (£42)—this uses an entirely new type of inlet manifold; Zephyr Mk. II (£75), and Austin - Healey Sprite (£73 10*s.*). This latter conversion includes high compression pistons, modified cylinder head, special valves, new manifolding and larger SU carburetters.

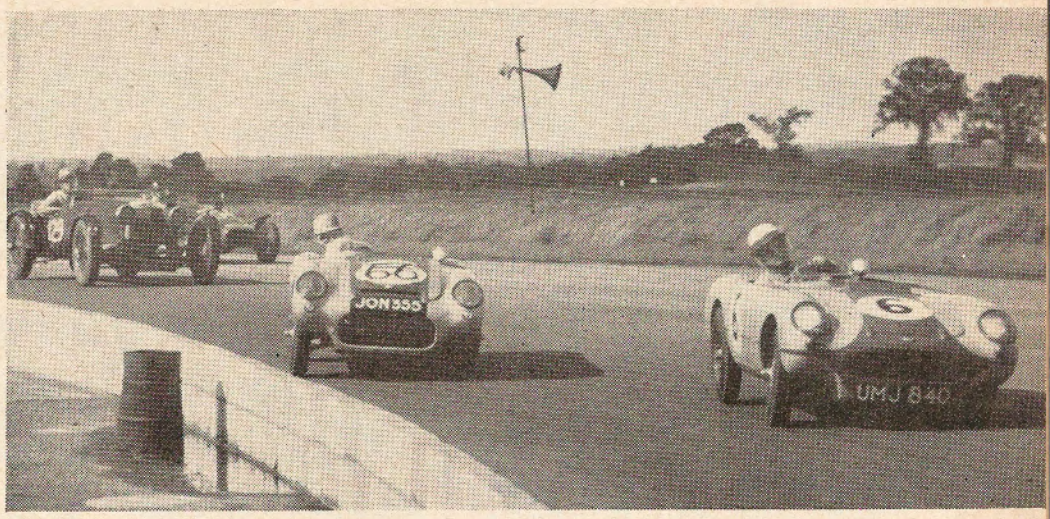
In addition, there is offered, from new, the "Alexander Sprite" at £150 above the normal list price. This is a car completely fitted as above, plus a cold air pressure box for the carburetters, a lightened flywheel and balanced crank and rods. Special wheel discs and an effective styling "flash" on the sides complete the job.

There is now a Stage II conversion for A35s and Minors, for which a true 90 m.p.h. is claimed and which costs £69 10*s.*, and another item which will be of considerable interest to Ford Anglia and Prefect owners. Laycock-de Normanville overdrive can now be fitted to these cars, giving them five really usable ratios at a cost of £64 plus £7 10*s.* for fitting. Details of these and other conversions are obtainable from Alexander Engineering Co., Ltd., Haddenham, Bucks.





ALEXANDER modifications now include brake booster (above) shown fitted to a Sprite. A fully converted Sprite wears this effective colour flash (left).



THE OLD AND THE NEW conception of a sports car. The two Berkeleys of Graham and Goddard-Watts lead S. Beal's Aston Martin through Copse.

TWILIGHT AT SILVERSTONE

A Fine Day's Sport at the Peterborough and Northampton and District M.C.'s Meeting

ALTHOUGH it is one of the most enjoyable of the events staged at the Silverstone Club Circuit each year, the meeting sponsored jointly by the Peterborough Motor Club and the Northampton and District Car Club must inevitably be greeted with a certain amount of sadness, heralding as it does the imminent close of another season of British racing. Nevertheless, their efforts are always rewarded by a fine response from competitors and this year they had a really colossal entry, catered for by no less than 16 races which occupied all the available daylight, making life very difficult for the unfortunate staff in Race Control who had to produce the Press hand-out by the failing glimmer of a single lantern.

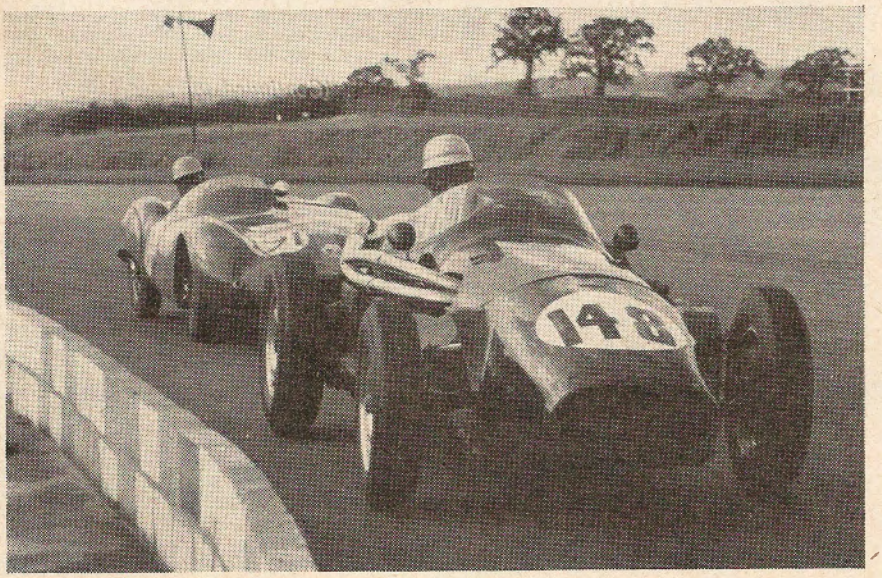
The luck of these two enterprising clubs held in the matter of weather, a somewhat gloomy forecast happily proving to be unduly pessimistic although the last hour was distinctly cold. However, although the track remained dry, a surprising number of drivers exhibited a marked distaste for the configuration of the club circuit at Woodcote and forsook the tarmac in favour of the less acute corner which runs round the grass verge; this verge is now noticeably less grassy and the edge of the tarmac is breaking up in protest.

The programme opened traditionally with a series of handicap races in which the handicapping was at times a trifle peculiar. The first of these five-lappers, for Vintage sports cars, was an absolute gift for Sid Lawrence whose very rapid 4½ Bentley received a full minute start from Michael Bradley and conceded no more than 15 secs. to limit-man Beal in a 1½-litre Aston Martin. He took the lead on the second lap and quickly put a clear half-mile between himself and the pack; Bill Mason dislodged Gibson's Frazer-Nash from the second place which it held until the last lap and Naylor's much-modified Lagonda Rapier followed the 'Nash home in fourth place. Fifth was W. S. Bader, who has sold his potent 1,100 engine to an enthusiast in New Zealand and installed a cooking 1½-litre engine in his well-known Riley.

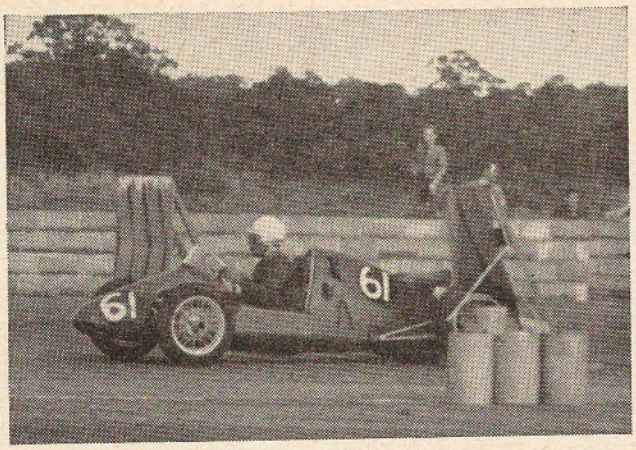
The next race brought out the saloon cars which, by reason of four non-starters, were all under 1½-litres. Edgar Wadsworth rejected his famous Healey in favour of a VW and received what looked to be a generous start from an assortment of A35s, of which Adlington's was the first to challenge. This lasted only one lap and it seemed that he must have done something unintentional, for he reappeared in the middle of the field dicing furiously with Shepherd-Barron's Fiat-Abarth. Sqdn.-Ldr. Gaston then took up the cudgels and emerged victorious from a stirring struggle on the last lap. Virtual scratch man was R. Radforth driving Ken Flint's very pretty little blown Ford Special, which has a lot of Cooper in its ancestry. He just failed to catch the Prefect of N. R. Jones which finished third.

It took three races this year to accommodate the 1½-litre sports field and they turned out to be pretty exciting. The first of these contained a mass of Ford-powered machinery, an assortment of M.G.s and Bleasdale's Lester-Riley. S. Benton started the excitement by spinning his Lotus at Woodcote on the first lap but no one else was much put out by this. On the next lap T. P. Hart nearly overturned his Elva-headed Thames van at the same spot and A. D. Bennett had to take violent avoiding action to avert a collision. Meanwhile, C. G. Gray was leading the field with his TF and Ron Randall was bringing his Lotus VII through from scratch at a great rate. As these two reached the line for the fifth time it seemed that Randall's effort had just failed, but the official announcement awarded a dead-heat; Bleasdale's Riley just staved off the challenge of the M.G.As of D. W. Harris and Gordon Cobban to hold third place after a race-long battle from the 20-sec. mark.

The second part brought the Climax-engined devices into play and speeds rose abruptly. There was more first-lap drama when Hine and Mackie spun in unison at Woodcote and on the second lap Michael McKee had an alarming experience when coming down the straight at full chat—he had just passed an M.G. when a rear hub casting broke, setting the de Dion tube free from its locating arms; the Lotus spun wildly, fortunately away from the other cars into the crops, but finishing up very much the worse for wear. On the next lap the field was led by the Toucan, a home-built car rather like an Elva in shape powered by a 1½-litre B.M.C. engine conspicuously labelled "Austin"—it goes well, but not well enough to hold off Tim Hodges driving the ex-Derek Randall Lotus which is now beautifully turned out by the Dorchester Service Station, nor Edward Lewis the Northampton Club's President whose Lotus VII now carries the 1½-litre



A REMINDER of past glories: R. Radforth in one of the Syracuse Connaughts leads an Elva through Copse.



★

NO JOKE! R. Joges does a bit of demolition work with his Ettorne at Becketts. The car, apparently, had a distinct disliking for corners!

★

Climax engine; scarcely surprising, since these two fast cars were excellently driven. Chris Meek was a close fourth in his Lotus VI, and the Halton Tojeiro fifth in the hands of Sqdn.-Ldr. Candy.

The last of this series contained a very mixed bag and was won convincingly by Mrs. Naylor in the Rapier from Fowler's Aston Martin. Goddard-Watts and Graham had their usual neck-and-neck struggle in the three-cylinder Berkeleys which Graham lost by going wide on the last corner and Hockney's Austin was a creditable fifth. Green's Fairthorpe had a slight edge on John Anstice-Brown's Sprite but nearly lost the battle through a surfeit of grass-mowing.

The race for the large sports cars saw John Bekaert back at the wheel of his H.W.M. after his inclusion in the Lister-Jaguar team for the T.T., when he was unlucky to be deprived of a drive in the actual race by the early elimination of the cars. He drove one of the best races of his career to win from the scratch mark in a large and varied field, judging his passing to a nicety. F. P. Morley's splendid 8-litre Bentley was second, followed by the Frazer-Nashes of Bill Wilks and John Dashwood and Roy North's TR2.

The half-litres then took the field for a 12-lap scratch race which, after the demise of the clutch on George Symonds's Cooper, developed into a series of match races. Peter Luke and P. D. Michell hurtled round in the lead, putting nearly a mile of track between themselves and an equally close Ford-Shaw scrap; farther back still there was a Jones-Mew struggle, while the Ettorne, going probably faster than ever before, just would not stay on the island.

Five-lap scratch races started with sports cars up to 1,250 c.c., and most unfortunately the grid was obviously not arranged on practice times as stated in the regs. There was a shunt when someone failed to take off and was unavoidably rammed by Tim Hodges, who nevertheless worked up to second place behind Brierley's uncatchable Victoria. The beauty of the Lotus was spoiled, but fortunately not seriously.

A 15-lapper for *Formule Libre* racing cars was interpolated here and Michael Parkes demonstrated the astonishing speed and cornering power of the Fry-Climax, hotly pursued by Radforth, this time in Ken Flint's G.P. Connaught. Geoff Richardson's similar car held on to its third place in spite of becoming somewhat spluttery, while a fine scrap developed between the F2 Coopers of George Nixon and Nicholas Green just astern. The Victoria was challenging Ashmore's D-type Jaguar (which had led the first lap but slid wide at Woodcote) when it disappeared from the lap chart; it was subsequently seen on the far side of the circuit looking rather sorry for itself and lacking one wheel, but no explanation was forthcoming.

The five-lapper for 1½-litre sports cars provided Edward Lewis with an impeccable win from R. M. Smith's sports Connaught, with the Toucan cleverly snatching third place from John Hayles's M.G.A by taking the inside at the last corner.

The half-litre field came out again for the traditional Sweepstake and George Symonds appeared with a new clutch to put, as it were, a cat among the pigeons. The same match races as before developed, with Michell this time leading Luke whose car was not quite up to form, but George, initially third, stormed past Luke on the third lap and then nipped into the lead at Woodcote at the end of the fifth to romp home in the money, a feat which called for a certain amount of leg-pulling from his rivals.

The qualifying event for the *Motor Sport* final at the end of the programme produced some more excellent driving from John Bekaert and Edward Lewis, who filled the first two places with Bill Wilks a fine third. The H.W.M. was then quickly transferred to the hands of co-owner Willie Smith for the scratch race which followed; he was leading nicely until the last corner when he was somewhat perturbed to find that the brakes had cried "enough" and, short of risking an expensive accident, there was no alternative to letting Ashmore's D-type through to win. Bill Wilks scored yet another third, followed by Dashwood and Rodger's D-type.

The customary "Formula" races brought the realization that these originally rather tame little contrivances have steadily developed into lusty little racing cars in their own right. The 750 event was not unexpectedly dominated by Dave Rees, whose Special goes disgustingly fast whether powered by an Austin or a Ford engine, but the rest of the field provided some very close racing in which Cross just wrested second place from John Wilks, with Currie next up. John Goddard-Watts was running his "big" Berkeley in this race as an experiment but, of course, did not qualify for any award; in the event, he reached second place despite the enhanced performance of the 750s, which is yet an-

(*Continued on page* 410)

Results

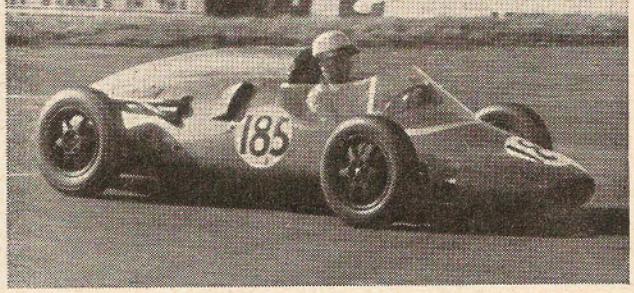
5-lap Handicap, Vintage Sports Cars: 1, S. J. Lawrence (Bentley 4½), 66.32 m.p.h.; 2, R. H. B. Mason (Bentley 4½); 3, A. J. Gibson (Frazer-Nash). **5-lap Handicap, Saloon Cars:** 1, Sqdn./Ldr. J. Gaston (Austin A35), 61.95 m.p.h.; 2, E. B. Wadsworth (Volkswagen); 3, N. R. Jones (Ford Prefect). **5-lap Handicap, Sports Cars up to 1,500 c.c.:** 1, C. G. Gray (M.G. TF), R. J. Randall (Lotus VII-Ford), Dead Heat, 63.78 m.p.h.; 3, T. A. Bleasdale (Lester-Riley). **5-lap Handicap, Sports Cars up to 1,500 c.c.** 1, T. Hodges (Lotus-Climax), 77.18 m.p.h.; 2, E. Lewis (Lotus-Climax); 3, D. Wilson (Toucan). **5-lap Handicap, Sports Cars up to 1,500 c.c.** 1, Mrs. B. Naylor (Lagonda Rapier), 60.65 m.p.h.; 2, W. B. Fowler (Aston Martin); 3, J. Goddard-Watts (Berkeley). **5-lap Handicap, Sports Cars over 1,500 c.c.:** 1, J. Bekaert (H.W.M.-Jaguar), 78.40 m.p.h.; 2, F. P. Morley (Bentley 8-litre); 3, W. E. Wilks (Frazer-Nash). **12-lap Scratch Race, Formula 3:** 1, P. Luke (Cooper), 69.97 m.p.h.; 2, P. D. Michell (Cooper); 3, W. E. Ford (Cooper). **5-lap Scratch Race, Sports Cars up to 1,250 c.c.:** 1, J. C. Brierley (Victoria-Climax), 77.64 m.p.h.; 2, T. Hodges (Lotus-Climax); 3, J. H. Saunders (Elva-Climax). **15-lap Scratch Race, Formule Libre:** 1, M. Parkes (Fry-Climax), 82.38 m.p.h.; 2, R. Radforth (Connaught); 3, G. N. Richardson (Connaught).

5-lap Scratch Race, Sports Cars, 1,250-1,500 c.c.: 1, E. Lewis (Lotus VII-Climax), 75.06 m.p.h.; 2, R. M. Smith (Connaught); 3, D. Wilson (Toucan). **12-lap Scratch Race, Formula 3 (Sweepstake):** 1, G. H. Symonds (Cooper), 75.31 m.p.h.; 2, P. D. Michell (Cooper); 3, P. Luke (Cooper). **5-lap Handicap to qualify for "Motor Sport" Trophy Race:** 1, J. Bekaert (H.W.M.-Jaguar), 78.74 m.p.h.; 2, E. Lewis (Lotus VII-Climax); 3, W. E. Wilks (Frazer-Nash). **5-lap Scratch Race, Sports Cars over 1,500 c.c.:** 1, G. Ashmore (Jaguar D-type), 74.56 m.p.h.; 2, W. J. Smith (H.W.M.-Jaguar); 3, W. E. Wilks (Frazer-Nash). **5-lap Scratch Race, 750 Formula:** 1, D. Rees (Austin), 63.56 m.p.h.; 2, P. A. Cross (Austin); 3, J. Wilks (Austin). **5-lap Scratch Race, 1172 Formula:** 1, J. Turvey (Lotus), 72.43 m.p.h.; 2, P. Boshier-Jones (Lotus); 3, A. R. Wershat (Lola). **5-lap Handicap for the "Motor Sport" Trophy:** 1, H. Halkyard (Bentley 4½), 69.24 m.p.h.; 2, W. E. Wilks (Frazer-Nash); 3, S. J. Lawrence (Bentley 4½).

★

NEW CONTENDER for F2 honours, the Fry-Climax is now going very well. M. Parkes is seen here at Woodcote on his way to victory in the Formule Libre *race.*

★

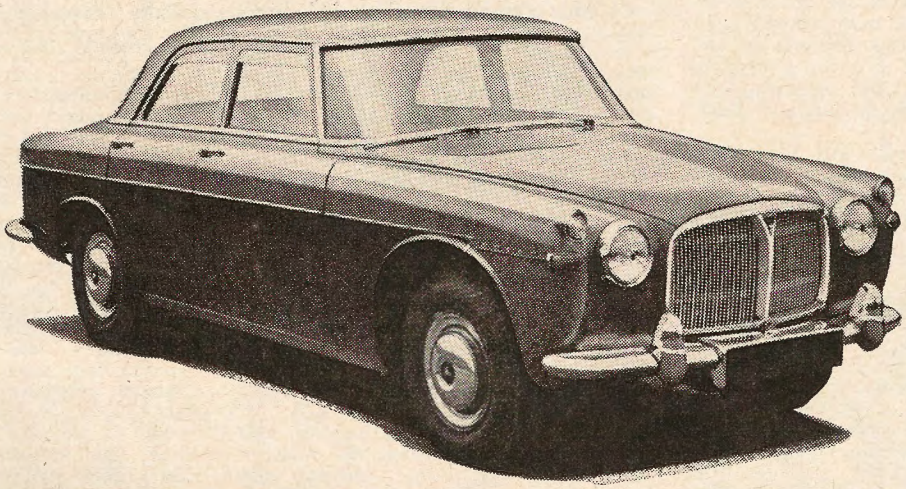


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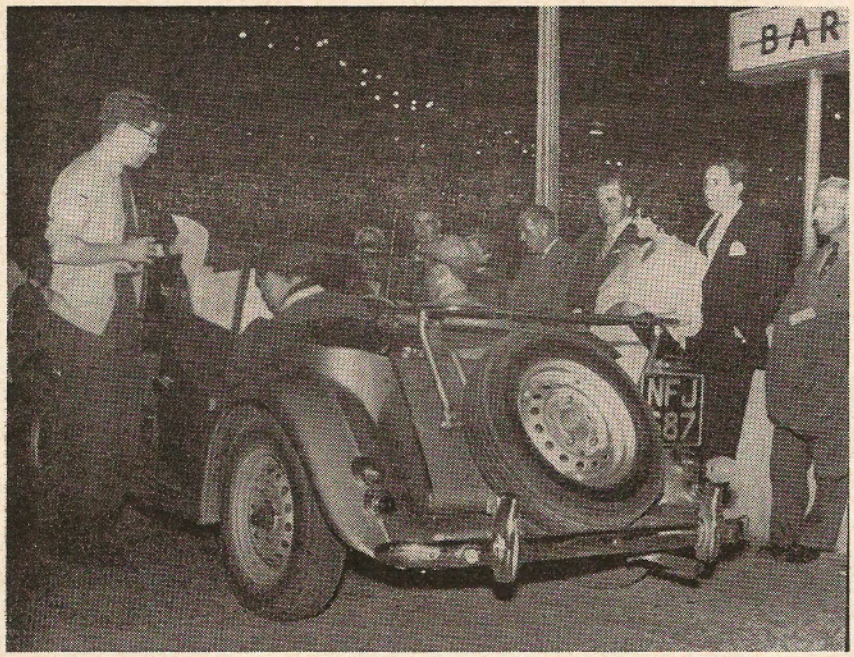
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THE LURE of the bright lights and the bar failed to distract the attention of A. B. Carnegie (M.G. TD) as he leaves the start.

NORTHERN LIGHTS

Morecambe Car Club "Illuminations Rally" Premier Award Goes to M. Sutcliffe (Morris 1000)—No "Clean Sheets" in Very Tough Event

THE regulations to the Morecambe Car Club's "Illuminations Rally" quite emphatically stated that "without resorting to trickery, it is our intention to make even the most expert crews late, but above all it is our objective to see that everybody has a most enjoyable rally". Let me say quite definitely that they succeeded right royally on both counts.

The week-end of 12th/13th September was the date, and after starts at Morecambe, Shap and Ulverston, the 50-odd competitors converged at a general assembly point in the Lyth Valley. Here all were issued with a list of map references to be used on the navigational stages and, on departure, the order of visitation. From here on, experts and novices ran as separate entities, the former doing a full course of some 200 miles at the regulation 30 m.p.h., in which were three stages of some 60 miles each, and the latter effecting the first two at 22/24 m.p.h., then the first stage of the third section.

Stage 1 was very tough with the accent on accurate navigation. It ran through the Lyth Valley, via Burneyside, Stavely, up Strawberry Bank through Orton into South Westmorland to finish at Grayrigg, where there was a half-hour compulsory rest halt. Stage 1 did it; no one was on time! The cause of the bother seemed to be a rough, rocky lane running between high banks, which though *not* on the implied route was taken by nearly everyone. This led nowhere and the time thus lost could not be regained.

Many were the stories of evil happenings, of things which go bump in the night, and of the acquisition of both furred and feathered beings. Two stories will bear repeating. For the third week in succession, unfriendly natives have appeared; this time it was a large and fierce son of the soil who leaned on the bonnet of a Wolseley 1500 and forbade progress! Nothing daunted, the intrepid conductor engaged first, took off and carried the agricultural expert quite a distance 'ere they parted company! The second incident involved a nice married couple who, more than somewhat "fright of moo-cows", hurriedly abandoned a TR after straying into a pasture full of the "horrid things" which immediately surrounded them! Note: Hearsay reports that it was dawn before the car was recovered!

The Morecambe boys promised to display the state of the poll at each stage before the departure of the first man; this they did, to show the leaders after stage 1 to be M. Sutcliffe (Morris 1000), —260; J. Bullough (TR3), —290; and A. D. Langtree (Ford), —490, with Novices being led by C. E. Willacombe (Ford), —850, and J. P. Taylor (A35), —950.

Stage 2 ran through the Appleby area and incorporated another 60 miles of hard going, on rather obscure map readings, the route consisting of mainly very narrow moorland lanes and tracks, which, though they fade out on even the largest maps, are quite negotiable (quote from the club chairman on whose head be it!), the loop eventually returning to Grayrigg. This stage was responsible for the loss of yet more and more marks, some of which were due to the check at Ravenstondale being sited on a grid line between two maps. It seems that more than one competitor "fell through". Hereabouts we have the tale of the two unfortunates, and the retribution which befell the transgressor! T. Snaylam, navigator to C. E. Willacombe, introduced the outfit to a very wrong road and in directing the following reversal manoeuvre, he guided his now irate conductor backwards into a river, opened the door, and stepped out into four feet of very cold water! It made his day! Also in this stage, a large notice reading "Out of bounds" was prominently displayed on the *only* exit road from a control. Many infuriated competitors were, at a late hour on Sunday morning, still searching for the marshal concerned.

Stage 2 showed the leader board to read: Sutcliffe, —790; Bullough, —900; and Langtree, 3 points missed and —710. In the novice category, J. S. Taylor, —2,170, now led from Willacombe, 6 points missed and —930.

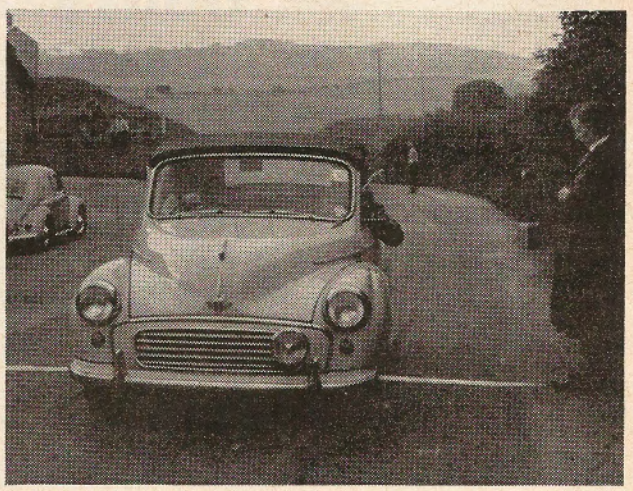
Stage 3 ran southwards through New Hutton, Kirkby Lonsdale, north to Milnthorpe, Hutton Roof, Hornby and finished at Nether Kellet, hard by which were sited four tests which were faced in a cold and misty dawn. The first two were of the down and up hill acceleration and braking type; the second two were both long, fast and situated in a very dusty quarry, but as a tie was not involved these tests did not count in the rally proper, but did, however, gain separate prizes for the best class times.

Back at Morecambe, results were quickly available, the rally voted first class and the organizers duly complimented. One person I feel should be mentioned is Clerk of the Course

★

THE OUTRIGHT WINNER, M. Sutcliffe brings his Morris Minor 1000 to an abrupt halt during one of the tests at the end of the rally.

★



Arthur Senior, very well known Northern rallyist, for devising an unbeatable though scrupulously fair course! Only one regret: due to the enormous crowd visiting the illuminations, the Club were unable to use the now famous "Monte-Morecambe" test on the main promenade.

FRANCIS PENN.

Results

Outright Winner: M. Sutcliffe/G. P. Crabtree (Morris 1000), —850.

Experts Class, Open Cars: 1, J. C. Bullough/P. Glaister (TR3), —1,570; 2, G. F. Parkes/G. W. Howarth (TR3), 3 fails, —1,170; 3, J. P. Kirkham (Austin), 14 fails, +1,170.

Experts Class, Closed Cars: 1, A. D. Langtree/D. A. Varty (Ford), 3 fails, —830; 2, J. S. Taylor/G. Parker (Austin), 3 fails, —900; 3, P. Embleton/H. Beighton (Morris), 7 fails, —1,590.

Novices: 1, J. P. Taylor/J. Garnett (Morris), —2,290; 2, C. E. Willacombe/T. Snaylam (Ford), 6 fails, —1,030; 3, T. G. Jones/S. Hodgson (TR3), 6 fails, —1,310.

Best Morecambe C.C. Member: G. H. Parkes. **Individual Team Award:** M. Sutcliffe, J. C. Bullough. **Club Team Award:** J. C. Bullough, J. C. Worswick, J. P. Taylor. **Test Awards: Open Cars:** J. R. Kirkham (Sprite), 114.3. **Closed Cars:** J. C. Worswick (Ford), 120.7. **Novices:** J. P. Taylor (Morris), 123.8.

Liverpool Motor Club's "Jeans" Gold Cup Rally Won by Two Marks

J. R. Wood (TR3) Just "Pips" K. C. Walker (TR3)

THE second of the big Northern Rallies, *i.e.*, the coveted solid gold "Jeans" Cup event, was run by the Liverpool Motor Club over the week-end of 6th-7th September.

The "Jeans" is always a tough event and is now well deserving of upgrading to national classification; this year, in its 250-mile journey, were included about 35 miles of "Viking" terrain, or as some evil-minded persons who should know better said, "a slight attempt to emulate without seeing it the Australian Redex Rally". This appeared to succeed—and how—as loud howls of dismay arose from the TR brigade who wailed long and loud about "unkindness to their mounts" as, one after another, they suffered from broken exhaust pipes, hand brake connections, etc. This, however, gave little trouble to the A35s and similar babies, who emulated "Little Audrey" at the misfortunes of their elders!

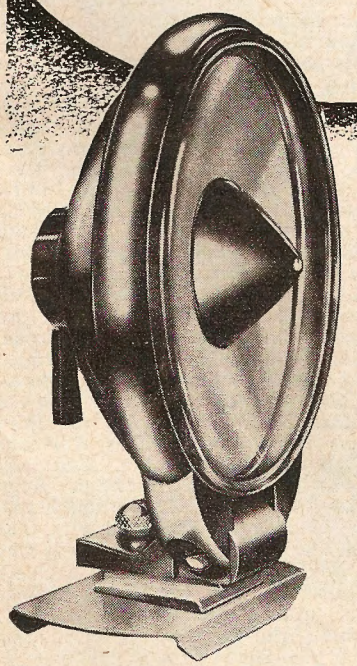
Even then it was a TR victory, the first three places falling to the marque, driven by Messrs. Wood, Walker and Dyke, but no one—repeat no one—was clean! Included in the daylight section was a series of six tests which were to serve a dual purpose: firstly, in the event of a tie to find the outright winner, and secondly, to offer to competitors a chance to gain an extremely handsome award in the tests themselves. This was a beautifully made model, in silver, of an Aston Martin DB2, which commemorates the names of Peter Reece and Barry Davies, the original organizers of the "Jeans" as a rally.

With starts at Liverpool, Ferrybridge and Kendal, all routes converged at White Cross Inn, sited on Jeffrey Hill, near Preston. From here, the route proceeded by easy side roads over to Cragg House, shortly after which came the first test, one of simple acceleration and braking. Here, however, due to a last-minute R.A.C. instruction barring the carriage of passengers in any test whatever, there was a 40-minute delay. On the steep downhill passage to the "noise controlled" village of Crossgill, one of the favourites, Tommy Gold (winner of the previous week's L.A.C. Cup), overdid things and completely buried the nose of his TR in a large stone wall, much to the surprise of "on loan" navigator Mike Wood. Luckily there was only superficial damage to both, and they got out without assistance, as was proved by a large notice on the crashed car, "DON'T STOP. O.K."

Continuing by side roads to Casterton where started the long climb of Barbondale over to Dillicut, the road becoming increasingly narrow to finish in a two-wheel-track, grass-centre lane which continued practically to Borrowbridge. The next check was at Vaugh Steel, which though approached by reasonable roads, seemed "deadly" to find, causing many to be late. Forty-five minutes after came Nether Row to Beckside; six and a half miles of colonial stuff to be

(*Continued on page* 410)

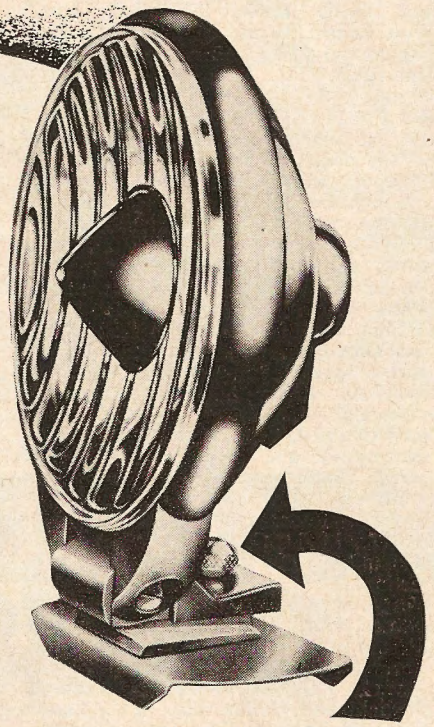
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Club News

By CHRISTOPHER NIXON

A FEW weeks ago the fate of the **Special Builders' Car Club** was decidedly in the balance. In spite of an enormous membership the club suffered from chronic lack of support which forced the club's officers to the sad conclusion that there was no real interest in the club. However, the A.G.M. was held a fortnight ago and happily a fair number of people turned up. At this meeting it was decided that the club should continue its existence. David Cotter accepted the secretaryship, Donald Snoad resigning from this post. Several other changes have been made in the Committee.

The Club Magazine, which hasn't been seen for some months, will be out again under the guiding hand of Mr. Robin Murrell who is a journalist.

The club also hopes to form a small group of members who will combine their knowledge (and, presumably, money) to build a "special-builders' special" for next year. Volunteers, please step forward.

By the way, the new hon. secretary's address is North House, 37 Lonsdale Road, Barnes, S.W.13.

* * *

A PLEA from the **Association of Northern Car Clubs:** The following clubs have not paid their annual subscription, due on 1st July: Blackpool and Fylde M.C., B.R.S.C.C. North West Centre, Brook Motors M.C., Darlington and D.M.C., Furness and D.M.C., Knowldale C.C., Manchester University Union M.C., Mid-Cheshire M.C., R.A.F.A.M.C., Wirral 100 M.C. Will the gentlemen responsible please send off the necessary shekels *sine mora* (for those of you who don't speak Lapp this means toute de suite). If you haven't got the money, you'd better enter the *Daily S*e*c*'s* "We'll pay all your debts" competition! The next meeting of the A. of N.C.C.s will be at the White Swan Hotel, Princess Street, Halifax, at 7.30 p.m. on 8th October.... The **Darlington and District M.C.** will hold a race meeting on 5th October at Catterick. Racing begins at 2 p.m. The following clubs have been invited: Berwick and D.M.C., Wilton Works M.C., Tynemouth and D.M.C., Cumberland S.C.C., Stockton and D.M.C., Billingham Synthonia M.C., B.A.R.C. (Yorkshire Section), Redcar and D.M.C., Border M.R.C., M.G.C.C. (N.E. Centre), North Midland M.C., B.R.S.C.C. (Northern Section), Y.S.C.C., Kings College M.C., West Cumberland M.C., Newcastle and D.M.C., Hartlepool and D.M.C., Northallerton and D.M.C., Durham A.C., Northumbrian M.C., Middlesbrough and D.M.C., 750 M.C. (Northern Section), Sheffield and Hallamshire M.C., Lancashire and Cheshire C.C., Lancashire A.C. Entries must be in by 27th September, the fee being two guineas. Regs. may be had from D. O. Stephens, Esq., 215 Parkside, Darlington....The **Sussex C. and M.C.C.** hold their Inter-Club Driving Test Meeting at Goodwood on 4th October. The event is open to members of the Association of Central Southern Motor Clubs. The fun begins at 2 p.m. Details may be had from L. V. Cruttenden, 283 Dyke Road, Hove 4, Sussex. . . . The **Berwick and D.M.C.'s** Seventh Border Rally will be staged on 12th October. The start will be from Redfearn's Garage, Berwick-upon-Tweed, at 00.01 hrs. The following clubs have been invited: B.A.R.C. (Yorks Centre), Cumberland S.C.C., Darlington and D.M.C., Durham A.C., Ferranti M.C., Hawick and Border C. and M.C.C., Lanarkshire C.C., Lothian C.C., M.G.C.C. (Scottish Centre), Middlesbrough and D.M.C., Newcastle and D.M.C., Northumbrian M.C., Scottish S.C.C. Entries close 3rd October (fee 20*s.*) and should be sent to W. Stoddart, Esq., 12 Windsor Crescent, Berwick-upon-Tweed. . . . The **South Essex C.C.** announce three forthcoming events: (1) 1st October, Film Evening—Monaco G.P., 1958; (2) The Thurrock Rally, 11th/12th October; (3) Owl Hoot Rally, 8th/9th November....The **Old Merchant Taylors' M.C.** will be doing some Autumnal Antics on 5th October. This will be a not-too-serious rally starting from "Durrants", Croxley Green, near Watford, Herts, at 2.30 p.m. Regs. may be had from D. R. Gray, 86 Grange Gardens, Pinner, Middlesex. ...On 19th October the **Fiat 500/600 Club** holds a rally and gymkhana. All owners of Fiat 500s and 600s will be welcome. The event will take place at Heston Airport beginning at noon. Regs may be had from M. Proctor, 145 Rivermead Court, Hurlingham, S.W.6. ...The Lonsdale Trophy Trial, run by the **Leicestershire C.C.,** will take place on 28th September....The **North London Enthusiasts' C.C.'s** Radcap Rally will now take place on 25th/26th October, starting at Hatfield and finishing at Ampthill. The start will be from Waters Garage, Barnet By-pass, Hatfield, at 10.01 p.m. The following clubs are eligible: Allard Owners, Brent Vale, Circle, Eastern Counties, Falcon, Harrow, Herts County, Marconi, M.G. (S.E.), Mid-Thames, North London M.C., Old Culfordians, Oxford University M.D.C., Per Ardua, Singer Owners, South Essex, Sussex C. and M.C.C., T.E.A.C., and VW. Entries close 18th October. The fee is two guineas per car and entries should be sent (with fee, of course) to G. Bance, Esq., 11 Bath Road, Reading, Berks....The **Haslemere M.C.** are getting together with the **Guildford M.C.** to organize the third Hunters Moon Rally. This will take place on 25th/26th October. Start will be at 7.30 p.m. from Hindhead. Regs. may be had from E. J. Gordon Madgwick, "Thursdays", Hindhead. . . . The **Camel Vale M.C.'s** Octo Rally will take place on 5th October. This is a closed event, starting at the new Victoria Garage, near Roche, at 2.30 p.m. . . . For those who are thinking of entering

(*Continued on page* 410)



CAUGHT BENDING! Scrutineer Peter Lomas looks over Arnold Pownall's Renault Dauphine just before the recent Jeans Gold Cup Rally.

Coming Attractions

September 27th. *North Staffs M.C. Race Meeting, Silverstone, near Towcester, Northants. Start,* 12 *noon.*
B.A.R.C. Members' Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 *p.m.*
B.R.S.C.C. Race Meeting, Full Sutton, Yorks. Start, 2 *p.m.*
September 28th. Modena G.P. (*F*1 *F*2, *S.*).
Winfield Joint Committee Race Meeting, Charterhall, Berwickshire. Start, 2.30 *p.m.*
M.G.C.C. Sprint, Brands Hatch, near Farningham, Kent.
Oxford M.C. Sprint, Chipping Norton Airfield, Oxford.
B.A.R.C. Sprint, Hudson Road Mills, Leeds. Start, 2 *p.m.*
October 5th. *Coupe du Salon Races* (*F*2, *G.T.*), *Montlhéry, France.*
B.R.S.C.C. National Race Meeting, Brands Hatch, near Farningham, Kent. Start, 1 *p.m.*
October 11th. *Snetterton M.R.C. National Race Meeting, Snetterton, near Thetford, Norfolk.*

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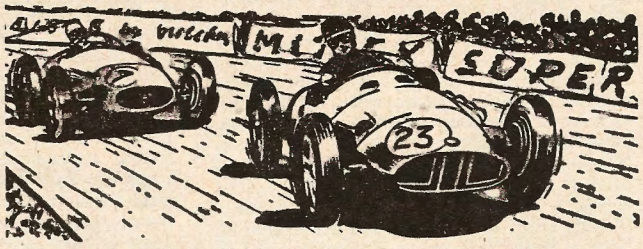
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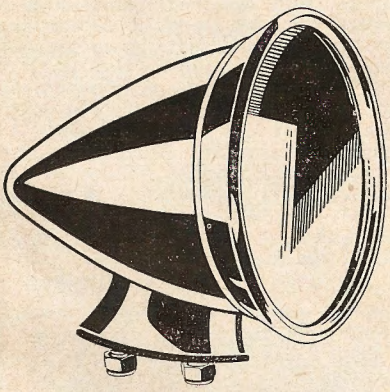


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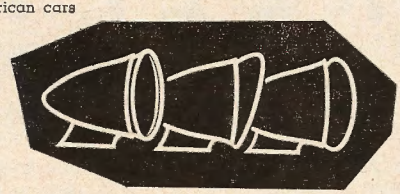
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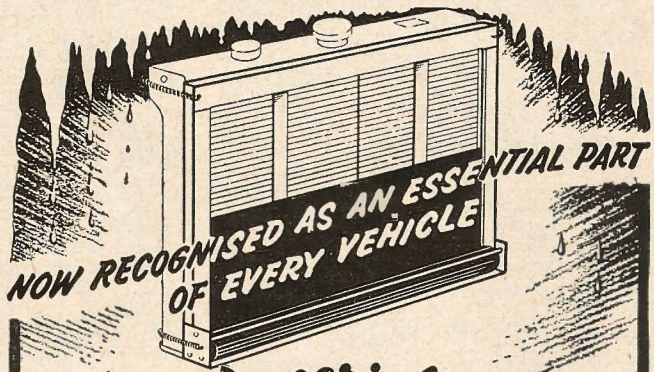
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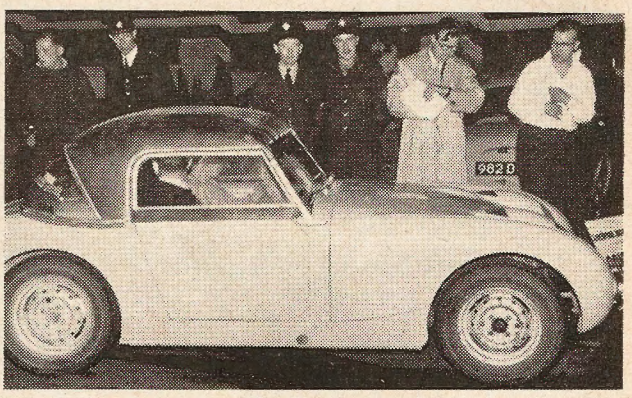
Jeans Rally—*continued*

effected in 13 minutes, plus a secret two and a half in the middle—and all this included a "wrong" road which merely visited a quarry. So did many! No one was on time, the best, being some two seconds down, by both Wood and Walker. Even John Waddington's 2.4 Jaguar was defeated here. The actual check at Beckside also caused trouble. It was sited high up, and the marshal in charge said "cars were wandering about, far below, looking for all the world like moving glow-worms, many missing the turning up to the check itself".

Next came a narrow track through the Pine Woods, straightforward from a navigational point of view, but requiring hard driving to Latrigg, where again unfriendly natives had tried a road block, this time in the shape of a large railway sleeper. Those in the control, some distance away, heard someone hit it well and truly with a clap like thunder! One would really think that rallies in the North were unpopular!

On went the route, around Derwentwater, avoiding Keswick, down the west side of Thirlmere, then on to good third class roads to the Langdale Valley. From here on, the going toughened, roads became narrow and winding to climb Wrynose and Hardknott. Over this section, the smaller and/or slower cars were granted a time allowance, which was needed in view of the long and very fast run out nearly to the coast at Ravenglass. Then back over reasonable but minor roads to a last difficult section at Broughton-in-Furness.

SPRINZEL-WAGEN: Johnny Sprinzel sets off from the start in his Austin - Healey Sprite, the same car in which he competed in the Marathon de la Route a few weeks ago. Last week-end he made best performance in the London Rally in this car.



★

From here to the finish of the night section at the Farmer's Arms at Greenodd looks easy, but the shortest way on this occasion is by no means the fastest, as some of the few remaining near clean sheets found to their cost. Here terminated the Rally proper, with Wood leading with —7, Walker —9, Dyke —13, and Waddington —23. All these had to do to remain in position was to attempt every test and finish at Wigan on time, and as the roads were main and the tests first class, this provided no difficulty.

Now for the run home and the tests. No. 2 was at Brook House and consisted of a garage and pylon effort. No. 3 was north of Claughton and comprised a four-line forward and reverse movement. No. 4, sited below Becon Fell, was a forward and reverse manoeuvre on a triangle. Nos. 5 and 6 took place at Burscough Aerodrome where, despite a cold dawn, there gathered a few hardy spectators. The tests were both "Kinns" designed, somewhat complicated, and involved memorized high-speed navigation of numerous pylons, garages, etc. Superb handling by Peter Baldam driving a Turner easily gained the day, to be followed home by J. R. Kirkam (Sprite) and R. M. Dobson (Morgan), whilst pleasant to watch were Mesdames Pauline Mayman and Pat Moss.

At Wigan, after a grand breakfast, results were quickly available and the trophies presented to the lucky recipients. Truly a splendid effort, enjoyed by all and deserving of full credit by a band of stalwart organizers too numerous to mention by name.

FRANCIS PENN.

Results published last week.

Club News—*continued*

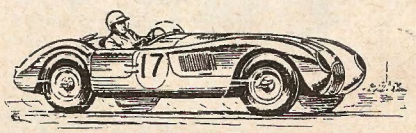
the **Berwick and District M.C.'s** Border Rally, I would remind you that entries close on 3rd October and should be sent to Wm. Stoddart, 12, Windsor Crescent, Berwick-on-Tweed. . . . The **Warrington and District M.C.** will hold the Roy Emson Memorial Trophy Rally on 18th-19th October. The start will be from Tall Trees Garage, Lower Whitley, at 00.01 a.m. (ouch!). Members of the following clubs are invited to compete: Bolton-le-Moors Car Club, Chester Motor Club, Congleton and Dist. M.C., Glossop and Dist. M.C., Lancs Automobile Club, Knutsford Motor Club, Manchester University Union M.C., M.G. Car Club (N.W. Centre), Mid-Cheshire Motor Club, North Wales Motor Club, Wirral Hundred Motor Club, Lancs and Ches. Car Club. Entries are limited to 75 and must be sent (with 20*s.* if before noon, 12th October, 25*s.* if before noon 15th) to R. J. Mann, 2 Waverly Avenue, Appleton, Nr. Warrington. . . . The **Falcon M.C.'s** Guy Fawkes 200 and the Guido Vase Competition will take place on 1st-2nd November. There will be five starting points near London (N.W.), Taunton, Birmingham, Portsmouth and Cambridge. Starting time will be midnight Saturday, 1st November. The following clubs have been invited to compete: Bristol, Cambridge, Carnel Vale, Chiltern, East Anglian, Harrow, London, M.C.C., Midlands, Morgan, North Cornwall, North London, Southsea, Stroud, Sunbac, Taunton, Enthusiasts, West Hants and Dorset. Entries (fee 25*s.*) must be sent to Miss G. Warren, Jesmond Dene, Sish Lane, Stevenage, Herts, before 22nd October.

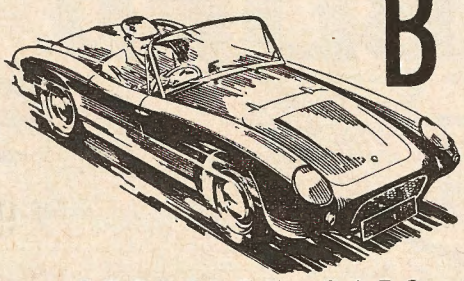
Silverstone—*continued*

other indication of the amazing speed of these projectiles. The 1,172 race brought forth a terrific scrap between J. A. Turvey and Peter Boshier-Jones in Lotuses, with Alan Wershat in Lola a constant third but unable to do anything about the two leaders, who finished about half a length apart.

Finally came the *Motor Sport* Trophy race over five laps on handicap in which John Bekaert was once again given an impossible task and Michael Bradley correctly predicted the winner in the person of Harry Halkyard in the 4½ Bentley. He cantered home to receive £75, with last year's winner Bill Wilks second and Sid Lawrence third.

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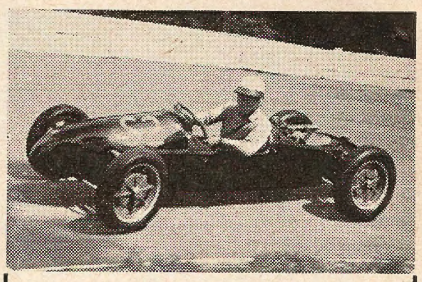
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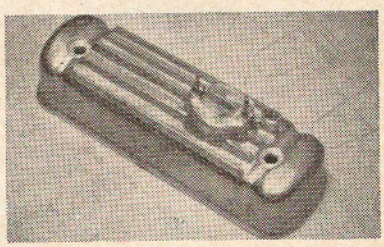
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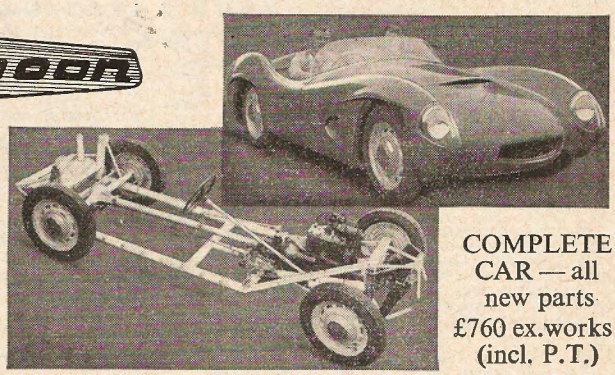
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CONNOR AIRPORT RACES

Two Wins for Stan McRobert (XKSS) at Canadian Meeting

By Rose Monroe

HEAVY rains on the Saturday (practice day) gave the sports car drivers plenty of practice in slides, skids and turn arounds on the 1.65-mile course at Connor Airport, St. Eugene, Ontario, Canada. However, Sunday dawned hot and hazy with sunshine and some wind.

This year the course was changed a bit and made longer by changing the location and increasing the length of the hairpin.

Before the races got under way, a Piper Cub plane landed on the course. Ernie Mueller, of Kingston, Ontario, Parachute Club, arrived to add variety to the day's proceedings by parachuting out of the plane and landing on the infield between the third and fourth races.

The first race for *Formule Libre* and Canada Class cars had 19 entries, but the gruelling 20 laps took their toll and only nine cars finished. This was a grid start and after the first corner (Connor's Corner) was cleared, John Streets in a replica of the famous Manning Mercury Special was in first place. But this was short-lived as Stan McRobert in an XKSS Jaguar took over when Streets could not make the corner before the hairpin and went off the course. This put him in 10th spot on the second lap with quite a bit to make up. He finally got into third place in the ninth lap when he spun and found himself following the pack again from whence he retired on the 14th lap with mechanical troubles.

Meanwhile, McRobert in the Jaguar had built up such a lead that he was never threatened. He consistently lapped the field and after 18 laps he had passed everyone and was an easy winner.

Several cars had flat tyres—some carburetter troubles—dragging tailpipes, etc. Dick Hamilton in an H.W.S. Special had his troubles. The rear end seized, broke the drive shaft, putting him into a skid, and he was out for the day.

Second spot was won by Fred Richardson in a Jaguar XK 120 which ran well and kept second place from the fourth lap on.

A. R. Morrison in an Alfa Romeo Giulietta worked his way up from seventh spot and disputed third place with Streets's Manning Special and GeorgeBrocklehurst in an Austin-Healey 100/6 and won out. Everytime Brocklehurst braked the smoke poured from his right front tyre. When he was forced to retire he found a hole worn in his new tyre which caused the flat.

Vic Yachuk took first place in Canada Class with his Alta-Minor Special.

The second race, of 20 laps for saloon cars, had the smallest entry—nine cars—with quite a variety of machinery—two Volvos, a SAAB, a DKW, a Dyna Panhard, a Skoda, a Fiat 1100, a Morris Minor and a VW.

The two Volvos ran in the first two places for four laps when the SAAB, driven by Homer Trotter, passed the second place Volvo of Eric Schwendau. On the sixth lap Trotter's SAAB took the lead by passing Gary Ross in the first Volvo but only for a short time as Ross took the lead again and kept it until the finish, being threatened only by Schwendau.

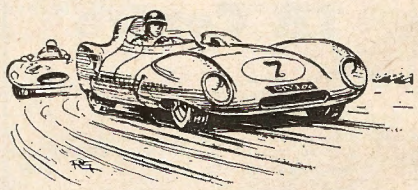
In the eighth lap the SAAB missed St. Eugene Corner and went off the course. His immediate return put him into fourth place where he continued until the 15th lap when he passed Francis Bradley in the DKW. Bradley wasn't having this so he passed him in the 19th lap but coming into the home stretch for the flag. Trotter repassed to beat Bradley by a car's length.

The Skoda driven by Bernie Van Marken, while running in sixth place flipped end over end and then did a double roll on St. Eugene Corner putting him out of the race. Van Marken was not hurt and the car had only a few dents.

The race for sports car under 1,600 c.c. was a 30-lap event with a Le Mans start. An M.G.A coupé driven by Ross de St. Croix was first across the starting line but only kept the lead for one lap, being passed by Jerry Polivka in the Sebring Lotus Mk. XI. Polivka, cornering precisely and gradually building up a good lead, won by 1 min. 42.30 secs. over the M.G.A of St. Croix. Ronnie Seltzer's Elva was in second place on the first lap but spun going out of the hairpin and lost his position. Getting back in seventh place he worked his way up to third when he became over enthusiastic and lost it again. Then he was black-flagged because of the damaged front fender which tended to drop too close to the ground for safety. The Sprite driven by Cliff Veary ran out of gas on the very last lap with less than half a lap to finish, which was very discouraging to say the least.

By a vote of the drivers, the final event for sports cars over 1,600 c.c. was cut from 30 laps to 20 laps and with a threat of rain in the air the race got under way with a Le Mans start. John Streets in the Manning Special replica was first away but pulled into the pits on the third lap with mechanical difficulties. Stan McRobert, who was one of the last to cross the starting line, passed everyone on the first lap and kept first spot, lapping all but second and third place winners, Norm Hamilton in the Mercedes 300SL and Jim Duncan in a TR3, both of whom drove a consistently good race. Not too many contests developed in this race and after a few eliminations 11 cars finished the race.

As the race ended, the dark clouds descended and the wind blew a gale, scattering papers and other light-weight articles. Competitors worked frantically to get their gear collected and into the cars or trucks before the rains came. Most of them succeeded and left for Hotel Rigaud in Rigaud, Quebec, where trophies were presented to the winners.



Results

Race 1 (20 laps), Formule Libre: 1, Stan McRobert (Jaguar XKSS), 33 m. 33.28 s.; 2, Fred Richardson (Jaguar XK 120); 3, A. R. Morrison (Alfa Romeo). **Canada Class:** 1, Vic Yachuk (Alta-Minor Special), 38 m. 48.10 s.; 2, Cliff Veary (Austin-Healey Sprite); 3, Warren Sights (Crossley Special). **Race 2, $2,000-$3,000 Class and Overall:** 1, Gary Ross (Volvo), 37 m. 56.30 s.; 2, Eric Schwendau (Volvo); 3, Homer Trotter (SAAB). **Under $2,000:** 1, Peter Tremblay (Panhard), 42 m. 7.10 secs.; 2, Norman Namerow (Fiat 1000); 3, Carl Bjerklund (VW). **Race 3, Sports Cars Under 1,600 c.c.:** 1, Jerry Polivka (Lotus Mk. XI), 54 m. 57.90 s. (1 in 750-1,100 c.c. class); 2, Ross de St. Croix (M.G.A Coupé), (1 in 1,300-1,600 c.c. class); 3, Jim Munzin (Porsche Coupé). **Race 4, Sports Cars Over 1,600 c.c.:** 1, Stan McRobert (Jaguar XKSS), 34 m. 5.10 s. (1 over 3,000 c.c. class); 2, Norm Hamilton (Mercedes 300SL), (1, 2,000-3,000 c.c. class); 3, James Duncan (Triumph TR3), (1, 1,600-2,000 c.c. class).

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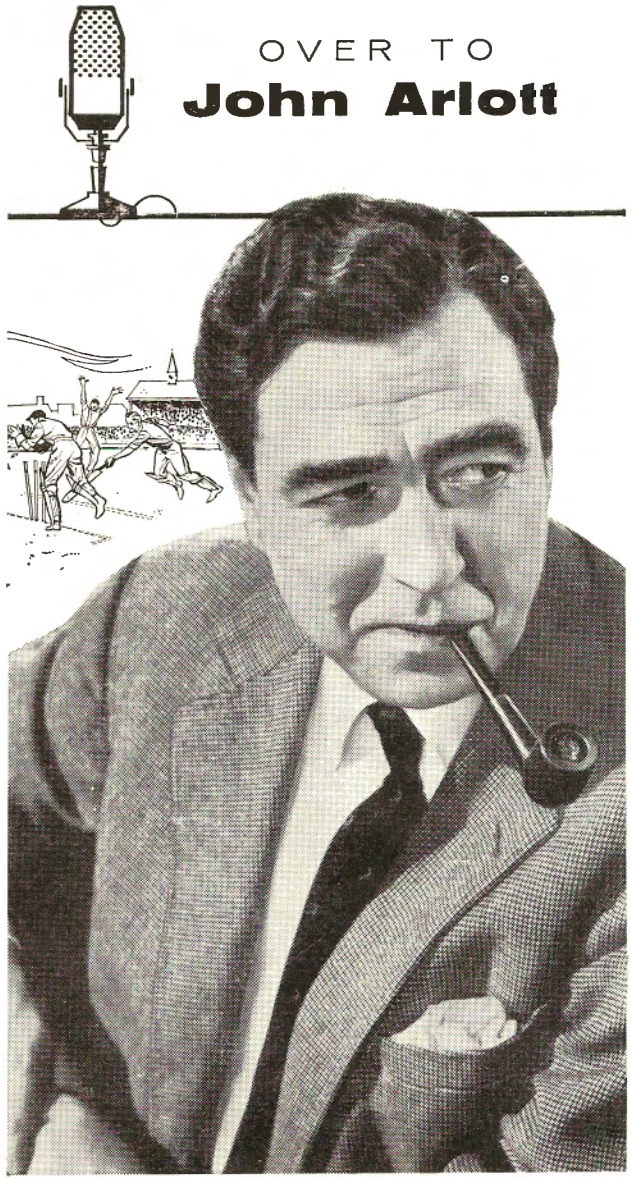
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