

AUTOSPORT

OCTOBER 3, 1958

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EVERY FRIDAY
Vol. 17 No. 14

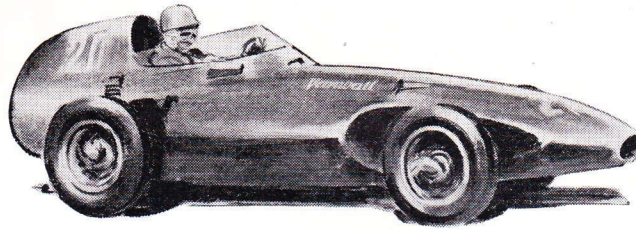
BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE ASTON MARTIN DB4 : SPOTLIGHT ON THE SPRITE : CLUB RACING
AT SILVERSTONE, FULL SUTTON, CHARTERHALL AND GOODWOOD



VANDERVELL
LEAD INDIUM BEARINGS

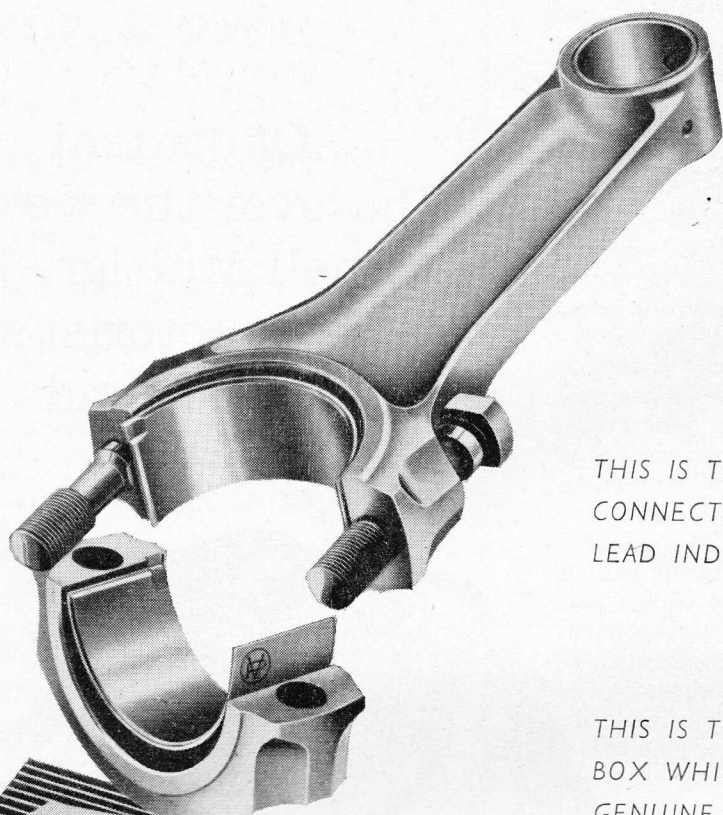
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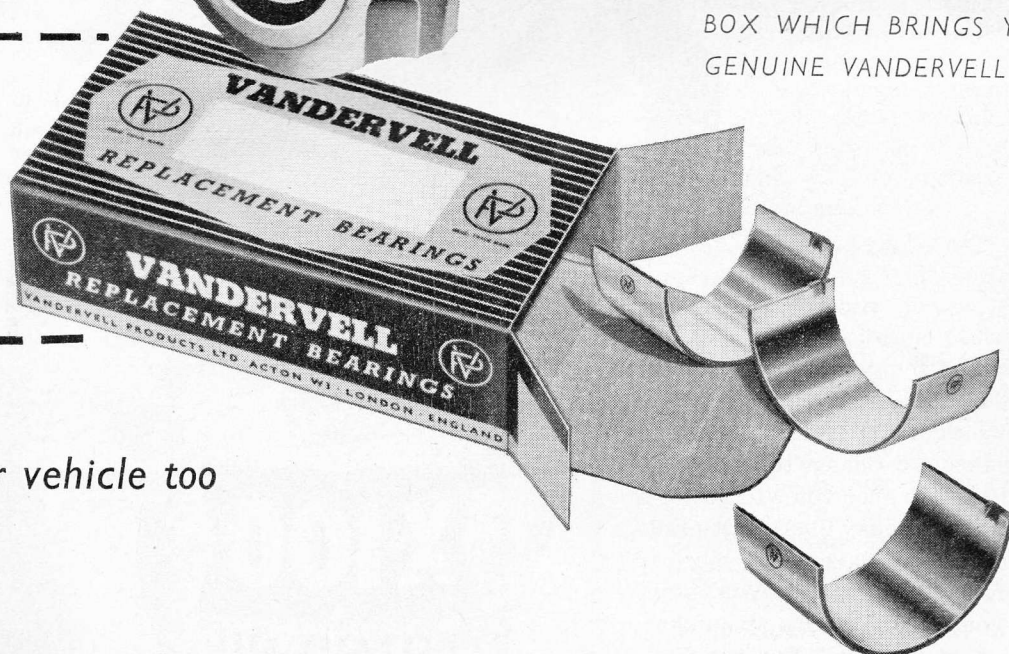
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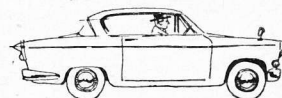
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AUTOSPORT

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Vol. 17 No. 14

October 3, 1958

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Published every Friday by AUTOSPORT
159 Praed Street, London, W.2

Editorial and General Office

PADDington 7673

Advertising Department

PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.

(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

ON WITH THE SHOWS

WITH the opening of the Paris Salon this week, the season of motor shows is upon us. Paris is a real shop-window for the export market, being truly International in character. What is more, the organizers do not adhere rigidly to regulations which might affect their exhibition, permitting specialized cars, racing or otherwise, to occupy stands. In Great Britain the rule is that only cars available for sale on the market are permitted to have floor space. By this edict the S.M.M. and T. automatically rule out such prestige winners as Vanwall, B.R.M., Cooper and the sports-racing Aston Martins. It should be the duty of the organizers to give the public the opportunity to study motor vehicles which represent the acme of perfection as regards automobile engineering. For example, the racing car exhibits at Geneva last year were an outstanding success, and show-goers marvelled at the detail work and perfect finish of the green Vanwall. True, a few years ago racing cars were on view at Earls Court, but this was before the era of British G.P. successes as represented by the Acton-built cars. Visitors to the Show from abroad know all about the Vanwall, but few have had the opportunity to see one close up. Although the Grand Prix of Casablanca takes place on the 19th October—just three days before the opening of Earls Court—it is certain that Mr. Vandervell, if he were to be approached in a proper manner, would make certain that one of his cars would be prepared for exhibition purposes. In any other country a tremendous fuss would be made of such a machine, and it is difficult to understand why the body representing Britain's motor manufacturers cannot acknowledge the debt owed by the entire industry to the small group of people who have put this country on the motor-racing map, with resulting increase in prestige to a degree never before attained.

THE HIGH-PERFORMANCE MARKET

THIS week a new challenger for the high-performance market has been released, the 3.7-litre Aston Martin, in which every possible experience gained in racing has been incorporated. The powerful six-cylinder engine is based on the 1957 racing unit, and disc brakes are fitted on all wheels. It is the largest Aston Martin ever to be put into production, the first to have body-cum-chassis construction, and the fastest closed car offered for sale by the marque. David Brown has accepted the Italian influence on body design, and the new car's shape is dictated by Touring of Milan, in a fine four-seater "Superleggera". The DB4, as it is styled, will be in direct competition to Ferrari, Maserati and Mercedes-Benz in the "quality" market, and its prestige has already been established by racing successes.

OUR COVER PICTURE

FABULOUS. The star of this year's London Motor Show will undoubtedly be this superb new high-performance saloon, the Aston Martin DB4. Years of racing experience have gone into this wonderful vehicle and as a result it is the safest and fastest saloon car in the world. It is another British achievement that will make the Italians and Germans think very hard.

Photo: George Phillips



"Hullo, where did you cop yours?"

BRITISH Racing Mechanics' Club annual dinner will be held at the Criterion Restaurant in London, on Friday, 28th November. Tickets, price 32s. 6d., are obtainable from E. L. Bowler, 7 Douglas Avenue, Wembley, Middx.

TURIN Motor Show will be held from 5th-19th November. Great Britain is being represented by 19 different makes, the greatest number of any exhibiting country.

OFF-SEASON rates just announced by Silver City Airways for their Channel Air Ferry include cuts of up to 25 per cent., starting this week.

MIKE HAWTHORN was due to start Ernie, the Premium Bonds Automation, in Coventry this week.

THE M.G.A. "Twin-Cam" has been homologated by the F.I.A. as a Grand Touring machine in the 1,600 c.c. category. This means that at least two "hard-top" versions will be seen in the One Hour Race at Snetterton on 11th October, preceding the AUTOSPORT "Three Hours".

SUNDAY AT MONTLHERY

MOST important event at the Coupe du Salon meeting at Montlhéry on Sunday, 5th October, is a Formula 2 race. Amongst those already inscribed are Ivor Bueb (Lotus), Jack Brabham, Tony Marsh, Henry Taylor and George Wicken (Coopers). Guelfi, now recovered from his Rheims crash, will drive a Cooper.

NEVILLE JARROTT was seriously injured in a road accident whilst returning from the London Rally, but is slowly recovering.

TEAM of Cambridge undergraduate drivers with the record-breaking Healey at Montlhéry. Left to right: J. A. B. Taylor, G. Horrocks, T. J. Threlfall, R. S. R. Simpson, R. S. Jones, J. M. Clarke and W. H. Summers.

JOHN BOLSTER will be autographing copies of his new book *Motoring is My Business* at Smith's, Horsham, on 18th October, and also on the AUTOSPORT stand during the motor show.

PETER HARPER and Jimmy Ray will be co-driving a Sunbeam Rapier in the American International Rally next month.

BELGIAN RECORDS FOR FACEL-VEGA

DRIVEN by Maurice Trintignant, a Facel-Vega broke Belgian national records formerly held by Forrest Lycett (8-litre Bentley). These were achieved on the Ostend-Brussels motor-road near Jabbeke. The new figures are:—

Flying kilometre: 225.140 k.p.h.

Flying mile: 225.608 k.p.h.

Best speed in one direction was 231 k.p.h. Lycett's Bentley did 217 k.p.h. for the flying mile. The Facel-Vega was a perfectly standard 5.7-litre model.

PIT and PADDOCK

TYRE TEST

ANOTHER 24-hour record run on Good-year All-Weather tyres has been set up at Snetterton by a Singer Gazelle, which averaged 58.039 m.p.h. This beats the figure of 56.55 m.p.h. set up last year by a Vauxhall Victor, on similar tyres. The Gazelle team of drivers, who had to deal with torrential rain during the night, were Fred Vivian, Derek Broom, Dennis Allen and Oliver Sear.

AUSTIN-HEALEY TAKES INTERNATIONAL RECORDS

AN Austin-Healey 100-Six, prepared at Abingdon, has broken seven International Class D Records for speed and duration at the Montlhéry circuit, near Paris. Driven virtually non-stop from 8 a.m. on Tuesday, 9th September, until 3 p.m., Saturday, 13th September, by a team of seven Cambridge undergraduates captained by Gyde Horrocks, the car has set the following new records:—

5,000 miles at an average speed of 98.5 m.p.h. (158.52 k.p.h.).

10,000 kms. at an average speed of 97.31 m.p.h. (157.05 k.p.h.).

Two days at an average speed of 98.73 m.p.h. (150.89 k.p.h.).

Three days at an average speed of 97.33 m.p.h. (156.63 k.p.h.).

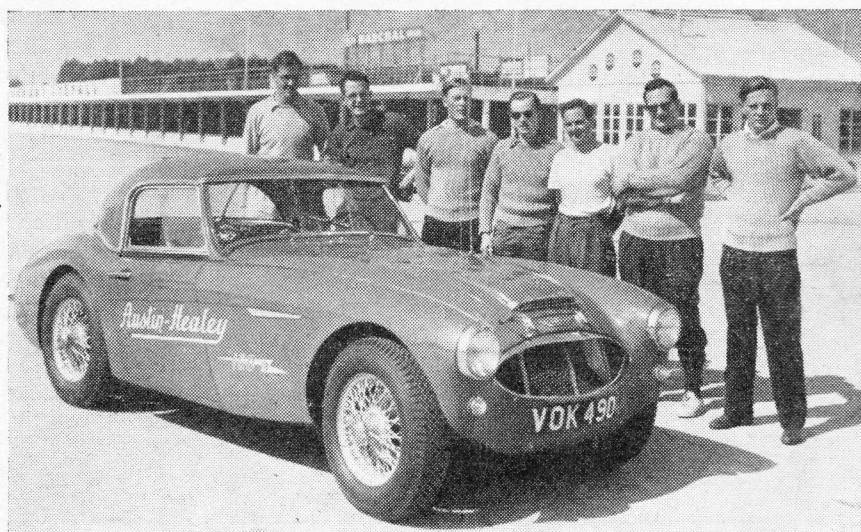
Four days at an average speed of 97.04 m.p.h. (156.17 k.p.h.).

15,000 kms. at an average speed of 97.04 m.p.h. (156.17 k.p.h.).

10,000 miles at an average speed of 97.13 m.p.h. (156.22 k.p.h.).

In addition to the above figures (which include all stops for refuelling, driver changes and so on), a preliminary run was made at an average speed of 102 m.p.h. for 3,000 miles. The remarkable oil consumption figure of 1 pint per 1,000 miles was recorded.

The drivers, all members of the Cambridge University Automobile Club, were: G. Horrocks, J. M. Clarke, R. S. Jones, R. S. R. Simpson, W. H. Summers, J. A. B. Taylor and T. J. Threlfall.



SPORTS NEWS

CHAMBRE ECOSSE

AN Ecurie Ecosse Association Club Room was recently opened in Edinburgh by Lord Bruce, who is the Honorary President of the Association. The Club Room is situated in the premises of the Athenian Restaurant, 32 Howe Street, Edinburgh, and has now become a gathering place for motor sport enthusiasts in that part of the world.

NEW "EMERYSON" AT BRANDS HATCH

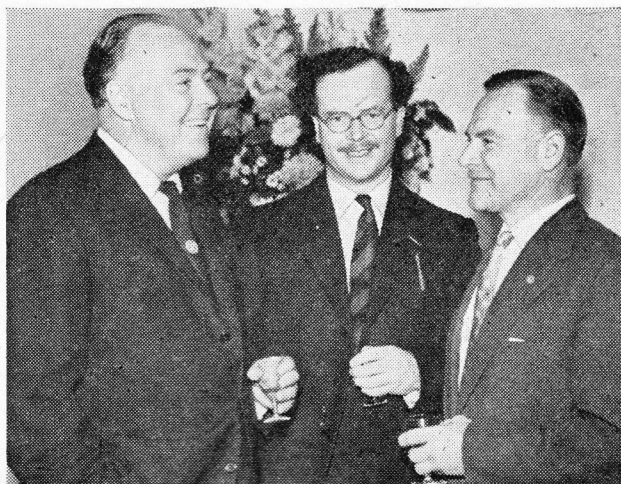
113 Entries For Season's Last Races

A NEW Formula 1 Grand Prix racing car, designed and built by Paul Emery, will make its debut at Brands Hatch on Sunday. If successful it is expected to compete in the World Championship Casablanca Grand Prix on 19th October.

The new car, which employs a Cooper chassis and 2½-litre Connaught engine, is the most powerful in a full entry for the big event at Brands—a 15-lap race for *Formule Libre* cars.

The other entries for this race include Les Leston, Bruce Halford, Keith Greene and Denis Taylor in F2 Lotuses. Michael Parkes will be in the new Fry-Climax, Australia's Count Ouaroff and Alan Mackay in Cooper F2s and R. H. H. Parnell in another F2 Cooper. Herb Jones will have a new sports Maserati and Percy Crabb will be driving the Chequered Flag's very fast Lotus VII sprint car. A D-type Jaguar, a

★
HAPPY TRIO:
David Murray, Lord Bruce and Wilkie Wilkinson are seen here at the opening of the Ecurie Ecosse Room at the Athenian Restaurant, Edinburgh.



Stacey and Peter Ashdown, with private support from David Piper, Keith Greene, D. Graham, Les Leston and John Harris in the Chequered Flag's car. Chris Summers will be there with his Arden, Eric Broadley will have his Lola and there will also be Tojeiros driven by Richard Utley and Chris Threlfall.

NEW NORTHERN CIRCUIT

THE Darlington and District Motor Club have found a new racing circuit and are to promote the first meeting there on Sunday (5th).

The new circuit replaces that at Croft airport, near Darlington, where the club have previously, every September, held high-speed trials.

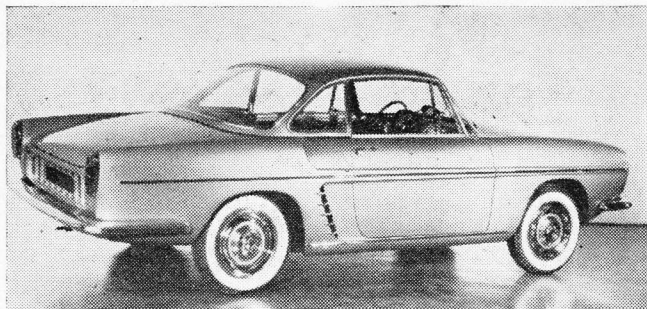
Croft was not available this year, so the club looked elsewhere and now the Air Ministry have given permission for the club to use the runway and peri-

meter track at Catterick aerodrome, the R.A.F. Regiment Depot.

The new circuit will be just south of Catterick village and alongside the Great North Road. A circuit has been worked out to have a length of 1.6 miles. It includes part of the runway and the remainder of the circuit is on the perimeter, but it is here that Catterick will differ from other aerodrome circuits, for the perimeter track is a natural undulating road with many twists and turns, which should prove a lot more interesting than the flat curves usually found.

The R.A.C. Competitions Department have inspected and passed the circuit and regulations went out early for the first meeting. Well over 100 cars are expected to take part and there will be seven events, for production sports cars, sports-racing cars and touring cars and many well-known names in Northern sport have promised to compete.

PETER CRAVEN.



NEW RENAULT
scheduled to appear on the market in 1959 is the "Floride", seen in prototype form, in open and closed versions. It is mechanically the same as the Dauphine and is expected to sell, in France, for about £850.

INNES IRELAND had a spectacularly successful weekend which began last Saturday when he won three races at Full Sutton in his 1,100 c.c. Lotus and broke the lap record which had been held by a D-type Jaguar. On Sunday he went to Charterhall and won the unlimited sports car race in the Ecurie Ecosse Tojeiro-Jaguar and all but broke the outright lap record. In addition he won the 1,500 c.c. sports car race in the Lotus. Quite a weekend!

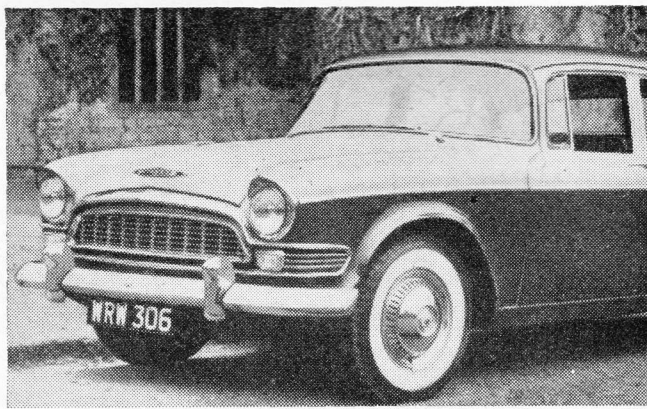
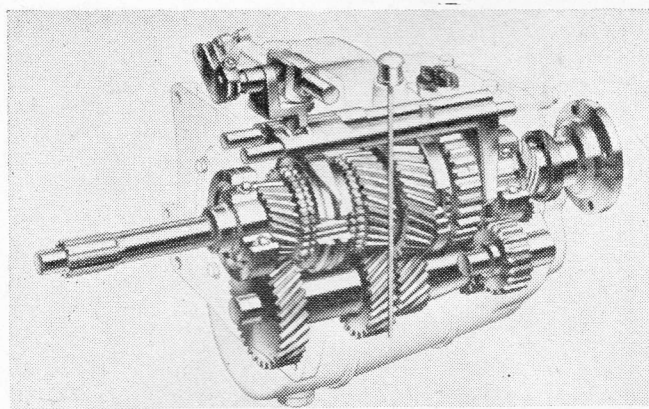
Lister-Bristol, Cooper-Alta and Parson-Maserati make up the field.

The nine-race meeting, starting at 1 p.m., should see Trevor Taylor confirm his position as 500 c.c. National Champion and Tommy Sopwith (Jaguar 3.4) and Jack Sears (Austin A105) fight it out for the saloon car championship.

This latter contest should be extremely entertaining. Sopwith has already taken part in the maximum number of qualifying events and can therefore gain no more points. Sears is the sole entrant in his class and therefore cannot fail to win, bringing him level with Sopwith. To settle this the two drivers are being provided with identical standard Riley 1.5s and will drive a five-lap race—just the two of them—then swap cars and do another five laps. If they still win one race each, they will toss a coin for choice of cars and drive a five-lap final!

For the 1,100 c.c. sports car race there will be works Lotuses driven by Alan



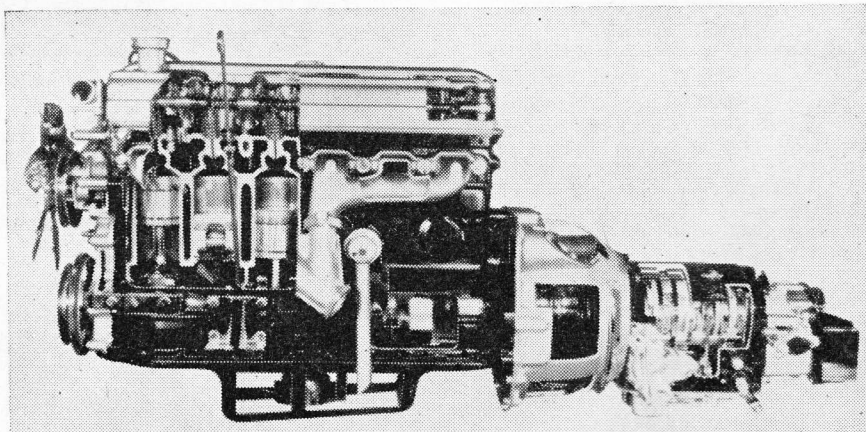


SUPER SNIPE is distinguishable from the Humber Hawk by its different grille treatment (above, right). A new three-speed gearbox is fitted (above), with synchromesh on all forward ratios. New six-cyl., 2.6-litre engine (right) is shown fitted with the optional Borg-Warner automatic transmission.

A NEW SUPER SNIPE

LAST Wednesday, the Rootes Group announced yet another new model—the new Humber Super Snipe, which revives a name which has been out of production for a couple of years. This is the most powerful and luxurious car in the Rootes range and is based upon the already very successful Humber Hawk, the same body/chassis unit being used for both models. However, the Super Snipe is powered by a completely new 2.6-litre, six-cylinder motor, which produces 112 b.h.p. at 5,000 r.p.m., as compared to the 78 b.h.p. at 4,400 r.p.m. of the 2½-litre, four-cylinder Hawk engine. Of equal bore and stroke, this o.h.v. unit has hemispherical combustion chambers and produces its power on the moderate compression ratio of 7.5:1. A top speed of over 90 m.p.h. is claimed.

A greater degree of luxury has been built into the Super Snipe, real tree-



wood being used for facia and door cappings. Vacuum-servo-assisted brakes are standard and optional extras include power-assisted steering, Borg-Warner automatic transmission and those fabulous Reutter fully-reclining, separate front seats. The standard gearbox is now a three-speed unit instead of a four, with steering column control and synchromesh on all three forward gears.

A short run in London's West End showed that the new Snipe engine is very smooth, quiet and flexible. The three-speed box is quite adequate for

this type of car and the simple linkage causes far less "fumbling" between first and reverse gears when manoeuvring. Synchromesh on bottom gear is a great boon; when, oh when, will this be universal? The steering, even when unassisted, is very much lighter than the old Snipe, but due to the heavier engine and larger section tyres, is slightly heavier to steer than the new Hawk. The price of the new Super Snipe saloon is £1,493 17s. It is also available in limousine (with glass division) and estate car versions. S. P. S.

NEW ZEALAND NOTES

By Peter Greenslade

NEW ZEALAND is now assured of an international field for its major races this season. On his arrival back from Europe, Frank Perkins, secretary of the International Grand Prix Organization, announced that he had engaged Stirling Moss, Jack Brabham, Carroll Shelby, Jean Behra and Joakim Bonnier for the New Zealand Grand Prix at Ardmore on 10th January.

Other commitments will prevent Moss from driving anywhere but Auckland, but the other four are available for the full international series which will include the Lady Wigram Trophy at Christchurch, the Dunedin Festival Road Race, and the Teretonga Park International Race at Invercargill.

Representatives from Christchurch and Invercargill will meet in Auckland early in October to discuss the question of engaging Brabham, Behra, Shelby and Bonnier. They may not engage them all, but will certainly engage some.

Never before has there been so much

interest in the New Zealand races. The Christchurch Motor Racing Club has received an inquiry from Reventlow Automobiles who are anxious to enter one of their sports-racers and also a special 5.5-litre monoposto car in the Lady Wigram Trophy.

Team Lotus has also inquired about the prospects of entering Formula 1 and 2 cars as well as sports models, and Arnold Glass is anxious to campaign here again. The Australian hopes to bring over his Super Squalo Ferrari and also a Monza model.

There has also been an inquiry from John Campbell-Jones who is talking in terms of a Formula 2 Cooper and a sports Lotus.

Taken by and large there is promise of the best fields ever for the New Zealand series.

THE Lady Wigram Trophy won by Archie Scott-Brown at Christchurch early this year will be returned to the

Christchurch Motor Racing Club and kept in competition here. Archie's mother expressed the wish that the trophy should return to New Zealand, and Ross Jensen will bring it back with him.

Although the club has not finally decided what it will do with the trophy, it will probably become known as the Archie Scott-Brown Memorial Trophy and there is talk of it being awarded yearly to the first sports car driver to finish in the classic. Nothing could be more appropriate, for Scott-Brown set up a new race record of 101 mins. 27.4 secs.—an average speed of 83.93 m.p.h. for the 150 miles—and slashed the lap record established by the late Peter Whitehead in 1956 with a Ferrari by 5.2 secs. to bring it down to 1 min. 23.8 secs.—an average speed of 90.8 m.p.h.—with the Lister-Jaguar.

It was the second time that the trophy went to a sports car. The first time was back in 1949 when Morrie Proctor, of Wellington, won in a Brooklands Riley.

The winner of the Lady Wigram Trophy keeps it normally. A new one is made for the Christchurch Motor Racing Club each year.

VII^e TOUR de FRANCE

★ ★ ★

Once again a Ferrari triumphs in the gruelling seven-day marathon. And once again Olivier Gendebien is the winner. Here is a pictorial review of the event.

Photos: Maurice Louis Rosenthal

★

FAST LADY: Coupe des Dames winner Mme. Ferrier urges her Porsche over a bridge on La Turbie.

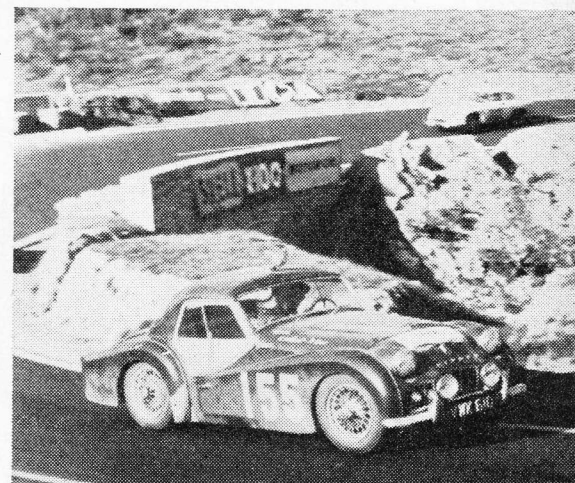


TWO TIMER: (Above) Olivier Gendebien, winner for the second time, is seen here at Le Touquet about to get into his Ferrari. At the wheel is co-driver Bianchi.



FOGGY DAY (above) but not in London town! The Alfa Giulietta of Consten/Hébert hurries along at Tourmalet.

(Below) Annie Soisbault accelerates out of a bend on Clermont-Ferrand in the TR3.



DONALD HEALEY with the Sprite, designed to meet the need for a low-priced sports car with a small-capacity engine.

sible with all-metal shells. The dream of an ultra-light sporting two-seater with a high power-weight ratio could have been realized, but production costs would have far exceeded the price bracket for which "the Tiddler" was intended.

The well-tried Austin A35 engine was a "natural" for the power plant. Fitted with twin-carburettors and modified porting, it was good for 42.5 b.h.p., which Healey and his technicians calculated would produce a maximum speed of around 80 m.p.h., and give all-day cruising at 70 m.p.h. It was also decided to retain the four-speed B.M.C. gearbox.

● SPOTLIGHT ON—

The Austin-Healey Sprite

Yet Another Spectacular Success for the Warwick-Longbridge

Enterprise—80 m.p.h. from 1000 c.c. Sports Car of Infinite Charm

ONE of the best pieces of business that Sir Leonard Lord has ever done for Austins and B.M.C. was to take over the manufacturing rights of the Healey "Hundred", after its sensational début at the 1954 Earls Court Motor Show. As the Austin-Healey 100, the car made a considerable impact on the export market, particularly in the U.S.A. The car was, of course, powered by the four-cylinder Austin A90 engine, modified for a higher performance in a sporting chassis. Then followed the 100-Six, utilizing the well-proved Austin "105" power-unit, which has made an even more universal appeal than the original "four".

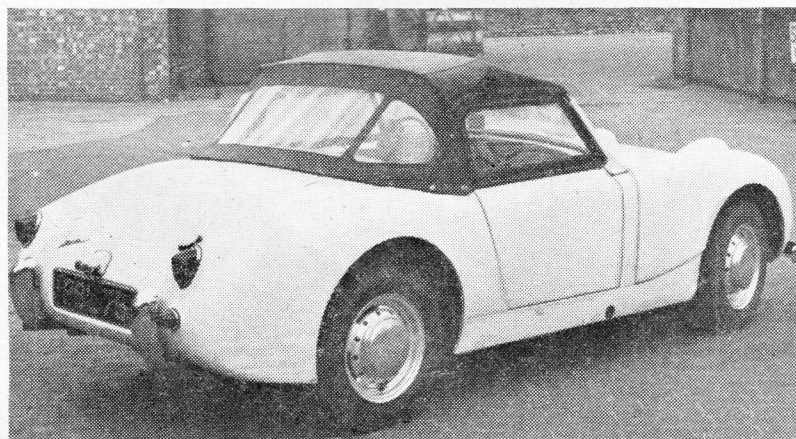
However, B.M.C. were interested in a new small sports car; the M.G. had grown up to such an extent that it could hardly be said to cater for the type of market that was satisfied in the 1930s by Austin Seven, M.G. Midget, Singer Nine, Triumph Super Seven and other small, high-performance machines. Donald Healey applied his mind to this

particular problem, and for some time it was no real secret that the works at the Cape, Warwick, were experimenting with a little machine affectionately known as "the Tiddler". There were, of course, the usual wild rumours: "it was a 2-o.h.c. . . it had all-independent suspension . . . it was a flat-four . . . it had a space frame . . . and so on". In point of fact, Donald's intention was to make his new creation as simple as possible, and to utilize existing B.M.C. components to keep production costs down to the minimum.

There was no use in tooling for a machine with all-independent suspension when no other B.M.C. product was available. With the U.S.A. in mind, steel was adopted for the body shell; aluminium is definitely not popular with American service stations and repairers, as few concerns are equipped to do light-alloy welding. Again, "fibreglass" was not considered to have reached the point where such units could be turned out in thousands, with the workmanship pos-

When the car was originally submitted to Sir Leonard, it had retractable headlamps. However, legal requirements made these impracticable, and despite the loss of aesthetic appeal, the somewhat "sexy" shrouded lamps were adopted. Whatever one may think of their appearance, there is one thing certain—they are just about the most efficient road lamps ever fitted to a small-capacity production car.

I first tried the "Sprite", as it was named, last May during the period of the Monaco G.P. In the mountains around the Principality, it showed itself to be a really first-rate little machine. It possessed excellent acceleration, a sound gearbox, powerful brakes and the feeling that it could be caned unmercifully for ever. There was, at first, a suggestion of oversteer which was most disconcerting, but attention to tyre pressures completely cured that. Also, although the hood was fairly easy to erect, and fitted snugly, the car could hardly be said to be completely weather-



WEATHERPROOFING (above) has been carefully studied: the rear window gives excellent visibility. LIDLESS boot (right) is surprisingly roomy.



proof or draught-proof. However, this was a very early car, more or less a pre-production vehicle; eventual production cars have far more efficient all-weather equipment.

Later, in the Austin-Healey showrooms in South Audley Street, London, Mort Morris-Goodall let me examine a machine from which the bodywork had been removed. Without question, the Sprite is a finely engineered job in every way. The entire structure looks, and is rigid; obviously it will not batter itself to pieces on Belgian pavé, or on those dreadful tracks which pass as roads, off the state highways of the New World. Subsequently the design was thoroughly proved when a team of Sprites came successfully through the 1958 "Coupe des Alpes", completely dominating the small-capacity classes.

You see, Don Healey is a competitions driver of immense experience. Newcomers to the sport of motoring may not be aware of the fact that Healey won the Monte Carlo Rally outright in a 4½-litre Invicta, and was outstandingly successful as a works driver for the old Triumph concern. Whilst agreeing that very lightweight cars are essential for modern sports car racing, Donald's vast experience convinced him that longevity was far more important than weight-pairing, and thus the Sprite is by no means an ultra-light vehicle; kerb weight is precisely 12½ cwt. However, progress has enabled Austins to produce a car of under 1,000 c.c., with the almost comparable performance of the 1½-litre H.R.G. of a decade ago—a notable achievement whichever way one looks at it.

The Sprite has, of course, no chassis frame proper, being designed as a body-cum-chassis structure; surely an innovation in quantity produced light open cars! The use of quarter-elliptic springs at the rear is unconventional, but I will say that there is a complete absence of axle-tramp, a failing of several small-

capacity British machines with semi-elliptics. Taking it by and large, the suspension is in direct contrast to the sports cars of the pre-war era, providing an extremely soft ride, and remarkably good road-holding. Actually the independent front suspension is the simplest possible form of wishbone and helical spring assembly. A triangulated steel pressing forms the bottom wishbone, on which the spring is located, contained by the front sub-frame. A lever-type damper forms the top link. Steering is by rack-and-pinion, and is notable for its lightness. It is this light feeling, combined with fairly high gearing, which tends to make one believe that the car has built-in oversteer; this is far from the case, and within a few miles the feeling disappears, to be replaced by one of supreme confidence in the little car's fast cornering abilities. In point of fact, after experiences over a considerable mileage, the characteristic seems to be on the side of a slight understeer.

The gearbox is delightfully quick, but I do wish that closer ratios could have been incorporated, particularly between 2nd and 3rd. The high-revving properties of the engine emphasize this gap, especially when changing up on a slope. Third itself is an admirable ratio, giving about 65 m.p.h., but second, even at 6,000 r.p.m., is under 40 m.p.h. Consequently there is a considerable speed drop after changing, and one also has to guard against over-revving when making a quick down-change. During acceleration tests, the best results were obtained by limiting second gear r.p.m. to 5,000, and pulling the lever through as smartly as possible even although there was a tendency to beat the synchromesh, which I must admit seems to be more sluggish in operation than on many other modern cars. Treating the box as a "crash-type", and adopting double-declutching methods, would appear to be the most satisfactory method of ensuring fairly quick and positive changes. In any case this is a *must*

for bottom gear, which, like all B.M.C. productions, has no synchromesh.

On the car tested a rev-counter was fitted, but there was no red marking to denote r.p.m. limits; however, there was a shaded sector between 5,500 and 6,000 r.p.m., so presumably the makers feel that the very willing power-unit should not be pushed too long in the higher ranges. The Series A engine is virtually standard, with the exception of twin H.I semi-downdraught SU carburettors, and a special exhaust system; the latter produces quite a pleasant note, without being in the least offensive.

Naturally, at its low price the Sprite is by no means luxurious. Nevertheless equipment and general trim are excellent. The fascia panel is finished in P.V.C.-coated fabric, and the adoption of a two-spoked steering wheel provides good visibility for the various instruments. The bucket seats are very comfortable indeed, obviously having been designed by someone who goes in for a fair amount of long-distance motoring. The doors have generous recesses, but no outside handles. A grab-handle is provided on the fascia panel for the passenger.

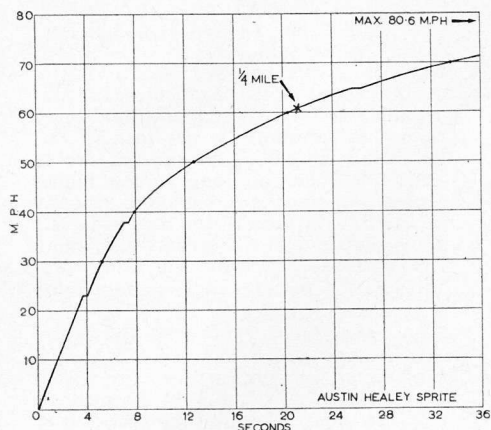
Luggage accommodation is quite remarkable for such a small car, although it has to be reached from behind the seats. Presumably the part played by the bodywork in ensuring rigidity has dictated the absence of a locker-lid.

(Continued overleaf)



COMPETITIONS: Already the Sprite has done well in motoring sport, such as in the recent Liverpool Jeans Cup Rally, and (right) in the very arduous "Alpine", in which the little cars carried off the class award—a fine performance on their first appearance in a Continental event.





Acceleration Graph

Specification and Performance Data

Car Tested: Austin-Healey Sprite. Price £668 17s, including P.T. Extras: r.p.m. counter, heating and demisting units, tonneau cover, windscreen washers, laminated glass screen, radio, plated front bumper.

Engine: Four cylinders, 62.9 mm. x 76.2 mm. (948 c.c.). Pushrod-operated overhead valves; 8.3 to 1 compression ratio; 42.5 b.h.p. at 5,000 r.p.m. Twin SU carburettors; Lucas coil ignition; A.C. mechanical fuel pump.

Transmission: Borg and Beck 6½ ins. single-plate dry clutch. Four-speed B.M.C. gearbox with short central lever on top of box. Ratios: 15.31, 10.02, 5.96 and 4.22 to 1. Reverse: 19.68 to 1. Hardy-Spicer open propeller shaft; hypoid-bevel rear axle.

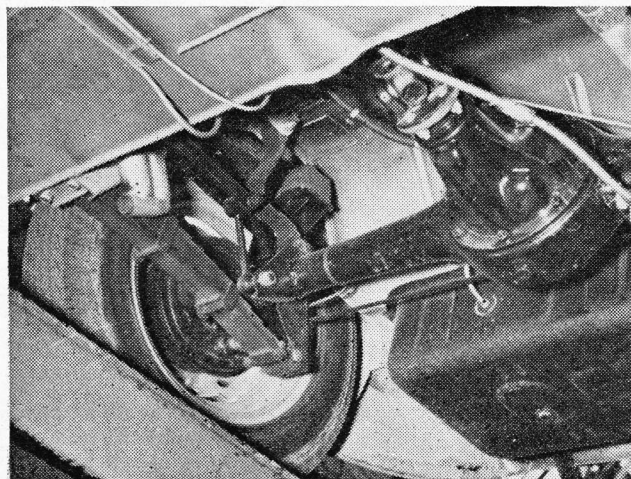
Chassis: Integral steel construction. Independent front suspension by helical springs and wishbones. Rack-and-pinion steering. Quarter-elliptic rear springs with radius arms; hydraulic lever-type dampers. Lockheed hydraulic brakes (2LS at front) in 7 ins. x 1½ ins. drums; 13 ins. x 3½ ins. pressed steel wheels (four-nut fixing), with 5.20 x 13 four-ply tubeless tyres.

Equipment: 12-volt lighting and starting (38 amp./hr. battery). Speedometer with trip-recorder, combined water temperature and oil pressure gauges, petrol gauge, headlamp beam, dynamo and flasher warning lights.

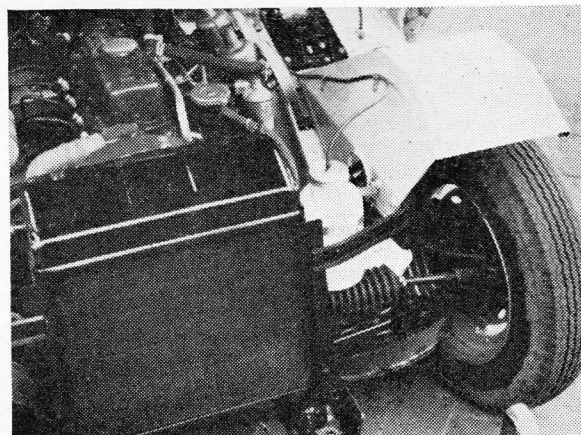
Dimensions: Wheelbase, 6 ft. 8 ins. Track (front), 3 ft. 0 in.; (rear) 3 ft. 8½ ins. Overall length, 11 ft. 4½ ins.; width, 4 ft. 5½ ins.; height (hood erect), 3 ft. 11½ ins. Turning circle, 32 ft. Ground clearance, 5 ins. Weight (as tested), 12½ cwt.

Performance: Maximum speed, 80.6 m.p.h. Speeds in gears: third, 65 m.p.h.; second, 38 m.p.h.; first, 23 m.p.h. Standing quarter-mile, 21.2 secs. Acceleration: 0-30 m.p.h. 5.2 secs.; 0-40 m.p.h. 7.8 secs.; 0-50 m.p.h. 12.8 secs.; 0-60 m.p.h. 20.3 secs.; 0-70 m.p.h. 33.5 secs.

Fuel Consumption: (Driven hard) 32 m.p.g.; at 50-60 m.p.h. (cruising), 44 m.p.g.



★
Front suspension and anti-splash guard details on the Sprite. When the bonnet section is lifted, accessibility of the engine and components is extremely good.
★



However, as one well-known driver pointed out, "It's always something less to rattle!"

The ratchet-type handbrake is inclined to be awkward to use, being placed between the seats where it gets mixed up with the passenger. I would have much preferred to see a "fly-off" type used, in keeping with the car's sporting character. Whilst on the critical side, I feel that something should be done about making the bonnet-section lighter to operate. It requires a more than considerable amount of effort to lift it, and one has to guard against losing one's hands when it is being lowered, as it certainly comes down with an almighty thump.

Accessibility of engine and components is first-class, making servicing no problem at all. When a heater unit is installed, a large intake tube is located on the off-side of the power-unit. The car itself is easy to keep clean: the only plated parts on the car tested were bumpers and overriders, front grille, lamp rims, wiper blades and wheel hub-covers.

Normally speaking, speed is expensive in terms of fuel consumption, but I found that no matter how hard the car was driven, it never used petrol at the rate of less than 32 m.p.g. It could, however, with advantage have a slightly larger fuel tank to give it a longer cruising range, the existing unit holding about six Imperial gallons.

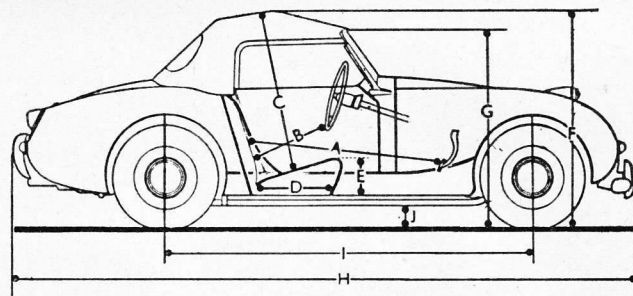
ing range, the existing unit holding about six Imperial gallons.

The brakes are extremely good, and during the time the car was in my hands displayed not the slightest tendency to "fade", grab, pull or do anything other than stop the car surely and progressively. The engine starts first time from cold, but was inclined to stall in traffic: adjustment of the slow-running stops to give 550-600 r.p.m. tick-over completely cured this. Oil consumption was precisely nil.

Whilst I was using the Sprite, I became firmly attached to it, and fervently hope that the makers keep it at under 1,000 c.c. Already some people are talking in terms of a 1½-litre power-unit, but I am convinced that an increase in capacity would completely spoil the part it is playing in bringing sporting motoring within the pockets of thousands of people who are perfectly satisfied with its performance. Naturally competitions-minded people will hot-up their Sprites, and in fact equipment for increasing performance is already on the market. However, the basic fact remains that in production form the conception is just right, and every credit is due to the manufacturers for instigating what will undoubtedly prove to be a new era in the popularity of small-capacity, open car motoring.

GREGOR GRANT.

★
Unusual today is the use of quarter-elliptic springs for the rear suspension.



SPRITE DIMENSIONS

- A Squab to accelerator pedal, 3 ft. 7½ ins.
- B Squab to steering wheel, 1 ft. 5 ins.
- C Height to top of hood frame from seat, 2 ft. 10½ ins.
- D Depth of seat cushion, 1 ft. 7 ins.
- E Height of seat cushion, 7½ ins.
- F Overall height, 4 ft. 1½ ins.
- G Height from ground to top of screen, 3 ft. 8½ ins.
- H Overall length, 11 ft. 5½ ins.
- I Wheelbase, 6 ft. 8 ins.
- J Ground clearance, 5 ins.

Book REVIEWS

Title: "Challenge Me The Race".

Author: Mike Hawthorn.

Size: 5½ x 8½ ins. 240 pp. 31 half-tone illustrations.

Publishers: William Kimber and Co., Ltd., 46 Wilton Place, London, S.W.1.

Price: 21s. net.

THE story of Mike Hawthorn provides an insight into the life of a young man dedicated to motor racing. His was a meteoric rise to fame, starting with a pre-war 1,100 c.c. Riley in the 1950 Brighton Speed Trials, and then that never-to-be-forgotten 1951 Easter Bank Holiday when he drove Bob Chase's Cooper-Bristol to victory at Goodwood. His deeds with the Surbiton-built car were legion, and soon brought him to the notice of Scuderia Ferrari. After just two seasons in racing he joined the Italian concern, the first British driver since Dick Seaman to become a member of a Continental racing stable. Actually his first experiences with the Maranello scuderia were not too happy; in trials at Modena he decided to see what he could do with his Cooper-Bristol, and promptly bought himself a large packet—leading to quite a lengthy sojourn in hospital.

However, he proved to be a first-rate investment for Ferrari, winning the French Grand Prix at Rheims for them after an epic struggle with Fangio and his Maserati—a duel which is one of the classics of motor racing. Hawthorn was to have several battles with Juan Manuel, the master reckoning that the "Farnham Flyer", when on form, was probably the fastest of all racing drivers. Mike has never hidden his admiration for the great Argentinian, but states, in his opinion, that Alberto Ascari was probably even faster!

Mike describes the races in which he took part, and also the sequences of tragedies which at one time threatened to make him give up racing. His friend Mike Currie lost his life in an unfortunate accident on the Belgian frontier when returning from Nürburgring; then his father was killed in a road accident. Afterwards came the frightful Le Mans disaster in which Hawthorn played a leading role.

Hawthorn also mentions his unhappy experiences with the Ministry of Labour regarding his army service. As everyone knows, the entire matter was so badly handled, and so publicized, that it became a shameful affair altogether. Through no fault of his own, Mike became a sort of scapegoat; there never was, at any time, intention to avoid military service. The whole affair was started by rather ill-informed articles in a certain newspaper, more notable as a main contributor to the prosperity of the fried fish industry.

Quite apart from these things, Mike's story is always intriguing. It is obvious that his whole heart is in Grand Prix racing, and that sports car events are merely part of the job. He pays tribute to his father, Leslie Hawthorn, for the encouragement he gave him at the outset of his career, and to Tony Vandervell for doing much of the spade work which led to an invitation to drive for Ferrari. Hawthorn is such a contrast to Stirling Moss, that one is inclined to believe that he has none of the hard-headed approach to motor racing possessed by his friendly rival. Nothing could be farther from the truth; behind Hawthorn's apparent nonchalance and high spirits there is a particularly shrewd brain which can quickly sort out the various problems connected with the sport of motor racing. Not that Hawthorn is a master tactician; he leaves the strategies to those in command. His tremendous asset is unbelievable courage, and the sort of skill in handling a fast motor car which comes to very few men.

G.

Title: "Take Your Car Abroad".

Author: Rodney Walkerley.

Size: 5½ x 8½ ins. 88 pp. Several illustrations.

Publishers: Temple Press, Ltd., Bowling Green Lane, London, E.C.1.

Price: 6s. net.

THE usual guide book may be informative, but it is often dull. Rodney Walkerley, probably better known as Grande Vitesse of *The Motor*, has the knack of producing handbooks on foreign travel which are masterpieces of their kind. His approach to his beloved subject is at once both light and extremely readable; he does not seek to bewilder his readers with a variety of chapters which hurtle one all over the

Continent of Europe, leaving one so breathless that nothing whatsoever is absorbed. Rodney's technique is cleverly to combine his personal experiences with advice to the novice tourist. By so doing, the reader automatically digests a great deal of valuable information and, what is more, feels convinced that he (or she) will be one of the first to benefit from it. In point of fact, this reviewer considers that Walkerley is by far the best writer on foreign touring to have emerged post-war.

You see, Rodney has the faculty of putting down on record those peculiar, and often annoying, things which meet the visitor to Continental countries; things which are strange, mainly through unaccustomed eyes. I like his remarks on hotels in general, particularly in reference to shoe-cleaning. States "Roddeley": "You can leave your shoes outside the door if you like. They will be safely there in the morning—probably uncleaned!" Or the simplest way to discover which is the hot water tap: "...let both run for about 10 minutes. The one marked 'cold', or coloured blue, will then probably disgorge a stream of steam and boiling water—at which you betray no surprise."

There is much sound common sense on eating and drinking; in fact, this admirable book leaves out little about which the would-be tourist would like to know. It is also to be recommended to folk who have been abroad, but are still pretty much bewildered by all that goes on across that narrow strip of water.

G.

Title: "Speed and a Microphone".

Author: Robin Richards.

Size: 5½ x 8½ ins. 217 pp. 19 half-tone illustrations.

Publishers: William Kimber & Co., Ltd., 46 Wilton Place, London, S.W.1.

Price: 21s. net.

ROBIN RICHARDS is well known, both as a B.B.C. commentator and as a competitions driver. In *Speed and a Microphone* he has sought to pass on his experiences in motoring sport generally to those more or less unfamiliar with the background. In other words, the book is intended to introduce the sport of motoring, using personal experiences to provide the necessary authenticity which all such works should possess. In relating his own adventures in International rallies and road races, the author obviously gets nearer to his readers than would be the case if such a book were written by someone whose entire knowledge is garnered second-hand.

It is not an easy matter to write a motoring book for the uninitiated; one can so easily be accused of adopting a patronizing manner, or to have produced something more suitable for Jones Minor of the Lower Fourth. Many authors do make this mistake, and it is gratifying to learn that Robin Richards has scrupulously avoided falling into either of these traps, and has produced a series of well-written and interesting chapters.

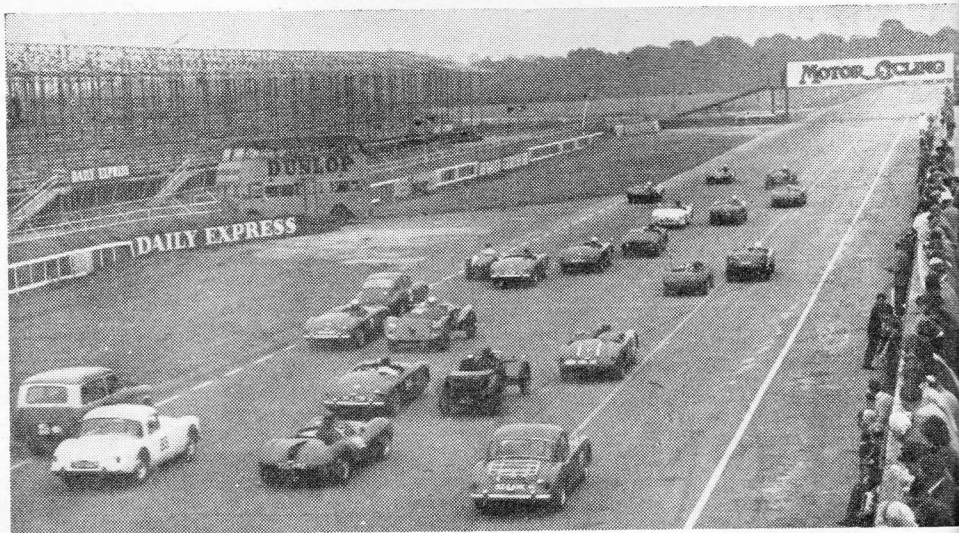
The contrast between the sporting machines of the present day and those of a decade or so ago has never been better demonstrated than in the chapter describing the 1948 Alpine Rally, in which the author and John Beaumont gained a "Coupe des Alpes". They used an H.R.G. "1100", an extremely tough little vehicle of distinctly vintage type, known affectionately to all owners as the "springless-wonder", or the "liver-basher". Conducting the "Hurg" over the often bumpy surfaces of the Alps to finish without penalty was, in itself, no mean feat; to do so in a car so notoriously devoid of creature comforts was indeed bordering on the heroic. Richards himself emphasizes the tremendous advances in suspension since these days, particularly with all wheels independently suspended. Nevertheless it is surprising the number of cars with normal rear springing which are so successful in modern rallies; one could mention Triumph, Austin-Healey, Alfa Romeo, Volvo, Simca, Jaguar and M.G.A. as being really outstanding without having the so-called advantage of i.r.s.

The chapters on drivers and driving methods add greatly to the enjoyment of the book, as do his personal anecdotes relating to B.B.C. broadcasts. However, this reviewer looked in vain for Richards's classic "blooper", which, thoroughly unintentional, nearly brought his broadcasting career to an untimely end; fortunately his immediate chiefs had a sense of humour! It is a pity that the reproduction of the photographs is not quite up to modern book standards, which must be infuriating to the author, realizing the time spent on choosing them.

G.

TYPICAL field at the start of a club race at Silverstone. Every type of car, from saloons to vintage machinery, strange specials and modern sports racing cars—all try their luck on the club circuit.

THE North Staffs Motor Club ran their annual race meeting last Saturday, the meeting which in past years has rung down the curtain on the Silverstone season. The weather was, as usual, kind, although the sun did not shine as strongly as we were led to expect, and the entry was well up to the normally high standard. Organization of the scratch races was good and the programme was run off with scarcely a pause for breath, but there was a bad lapse when it came to the curious two-fold handicap event for racing and sports-racing cars which this club regularly features; the unfortunate half-litres were kept hanging about on the grid with engines running for what seemed



North Staffs in Northants

Exciting Racing on the Silverstone Club Circuit

like a lifetime while the less temperamental water-cooled cars which made up the field for the simultaneous event were tardily chivvied out of the paddock. On the whole, though, the promoters can congratulate themselves on another excellent meeting.

First event in the 12-race programme was for cars conforming to the 1.172 Formula and it got things going with a tremendous swing. In a repeat performance of their fight last week, Peter Boshier-Jones and J. A. Turvey went at it hammer and tongs right from the start but on this occasion Lola was an absentee and third place was occupied by Dave Rees, who had changed over to Ford power. Behind him Mike Eyre, Don Hitches and R. W. Waters were locked in combat. Turvey twice edged ahead of Boshier-Jones but each time was retaken on the inside at Woodcote. Meanwhile, R. Gregory-Brain brought his Lotus up to fourth place and was menacing Rees, whom he passed on the sixth lap, at which time Hitches retired from the fray. Boshier-Jones won by two-fifths of a second as he and Turvey lapped the tail end of the field and Waters just got the better of Eyre.

The 750 Formula race followed and a magnificent example of sportsmanship

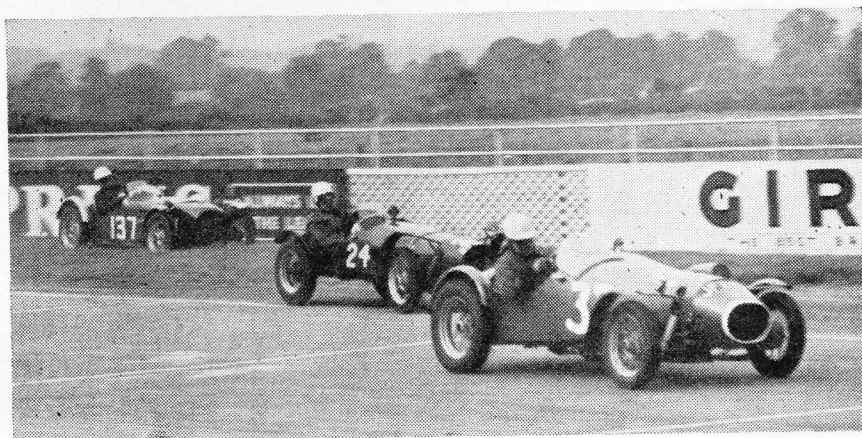
was provided by George Spence; if a bit more of this spirit could pervade the section of club racing where it is often conspicuously absent, the sport would be a whole lot healthier than it is at present. John Wilks, who was well in the running for the Goodacre Cup, had the misfortune to run a bearing in practice and it looked as though that was the end of his chances but Spence, who now owns the very rapid Millard, unhesitatingly offered him the wheel of this car in the race, with which Wilks landed a fine second place. Jack French in Simplicity ran out an easy winner, R. G. Lewcock was third, and there was a photo-finish for the next two places between J. N. Lancaster and L. G. Hockney after a surfeit of grass-mowing by the former, a very forceful character.

The next race catered for the rest of the sports cars under 1,250 c.c. and was naturally Climax-dominated. Not unexpectedly also, it was Victoria-Climax-dominated, Cedric Brierley going like the wind to take the chequered flag at over 80 m.p.h., about a quarter of a lap ahead of Brough's Lotus. Initially there was a good scrap between Lionel Mayman's Lotus and the Elva of K. Simmonds, but the latter began to get very wild, finally crossing the line in

fourth place completely out of control and hitting the earth bank in front of the grandstands with a sickening thud; the Elva was severely damaged but the driver was unhurt. R. A. Levett, in a Ford-powered Austin Ulster, was another driver who failed to temper dash with discretion and spun frantically at Woodcote on the third lap, this time without serious consequences.

The scratch races for sports cars up to 1½ litres and up to 2,700 c.c. were run together and Brian Naylor's J.B.W.-Maserati was in a class on its own, romping home half a lap ahead of its nearest rival, the Lister-Bristol of Josh Randles, without being really extended; third among the larger cars was Michael Bond's Frazer-Nash, followed by Dickie Milne's Ace-Bristol. Of the smaller cars, Ken Laverton's Lotus-Ford was well up among the big stuff racing with Milne's Ace, and Willie Smith was not far away in the M.G.A until the fourth lap, when the gremlins got at him once more and the head came off an exhaust valve. An unusual sight in this sort of company was an extremely potent Hillman Husky, ameliorated and driven by F. W. Scott. Levett in the Austin-Ford failed to profit by his experience in the previous race and shot off course once more at Woodcote, this time going backwards across the ditch, through the hoarding and up the bank; he was considerably dazed and suffered a cut on the back of his neck from the top batten of the hoarding.

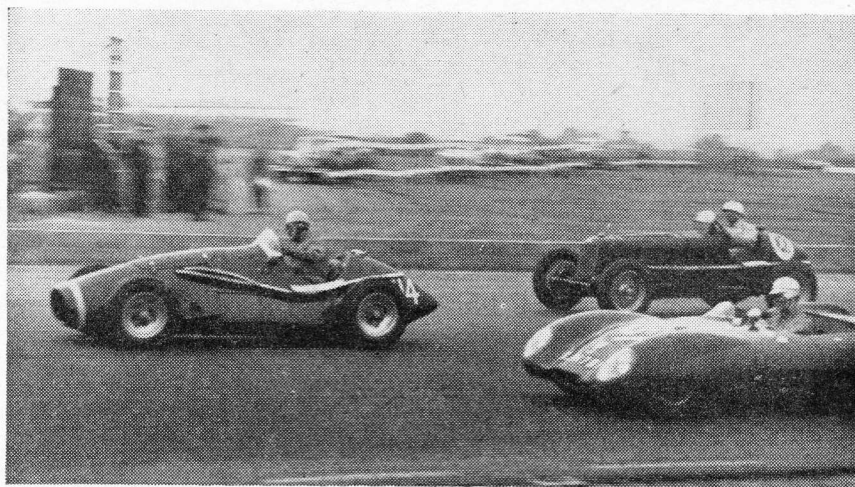
The scratch race for 500s followed, run over 10 laps. Casualties among the cars were rather high, several of them due to engines seizing solid. Among the promising runners who were eliminated were W. J. Shaw, who held third place for one lap, and Charlie Graham, who was lying fourth overall and leading the J.A.P.-engined brigade. George Symonds made no mistake about landing the premier award, drawing away from the rest of the field at the rate of about 5 secs. a lap, but there was a fine fight for second place between Bill Jones and D. A. S. Colvin. Colvin just failed



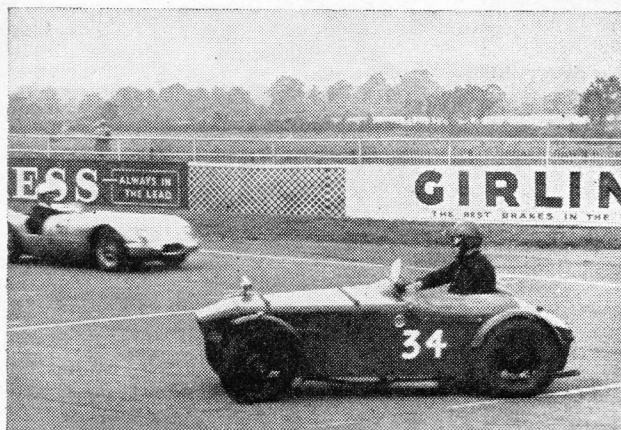
IF there's not enough track—well, there's always some grass along the edges. Wheel-to-wheel battles amongst the 750 Formula brigade are often exciting for these amateur-built and tuned specials go surprisingly quickly.

to catch his rival when he went wide on the last corner. With the defection of Charlie Graham, John Parker took the special award for the first J.A.P.-powered car home.

Next came a 10-lapper for cars to *Formule Libre*, and *Libre* it was indeed, engine sizes ranging from half to three-and-a-half litres. Once again Brian Naylor was victorious, putting in a lap in 67.6 secs., which represents a speed of 85.63 m.p.h. Next up came Jimmy Stuart in the Formula 2 Cooper, and third was Ken Flint in the Syracuse Connaught after a struggle with George Nixon's F2 Cooper and the amazing Victoria of Cedric Brierley. There was a nasty expensive accident on the fourth lap; Gordon Lee's C-type Jaguar tried to get away from him on Woodcote and he covered a considerable distance on near-full lock until, just when it seemed that he had succeeded in keeping it



FORMULE LIBRE races draw quite remarkably mixed entries. Here (above) an old-type F2 Connaught leads an E.R.A. and a Lotus Eleven.



SPINS (left) often occur, particularly at the tighter-than-it-looks Woodcote Corner, but the wide course, plus its grass verge and safety banks, protect both drivers and spectators.

under control, Alastair Belcher came round the corner at a tremendous speed in the Lotus and ran straight into him. The Lotus cannoned off on to the inside verge, very badly damaged and about 9 ins. shorter than standard, while the Jaguar was left right in the middle of the track pointing the wrong way, out of sight of cars approaching the corner and unable to get clear on account of broken steering. Happily the flag marshals were able to convey the urgency of the situation to the other drivers while officials manhandled the Jaguar into a position from which it could reach the safety of the grass and what might have been a hideous multiple crash was averted. Three laps later there was an ugly incident on the same corner when Summers in the Arden forced inside Brough and the Lotus spun wildly, suggesting that the cars had touched although one could not see any actual contact between them.

Last of the scratch races was for unlimited sports cars and it provided Brian Naylor with his third win. Gerry Ashmore led into Cope in the D-type Jaguar but something untoward must have occurred for, at the end of the first lap, the field was led by John Bekaert in the H.W.M. and Ashmore was down near the tail. The H.W.M. had taken a dislike to its new tyres and was handling very strangely but John said that, even without this hazard, he could not have held off the J.B.W. and he had to be content with second place. The Victoria took a couple of laps to get really into its stride but, having done so, it came home secure in third spot. Ashmore worked

back to fifth, enjoying himself hugely.

The first of the handicaps was won by V. D. Clark's surprisingly fast M.G. TC but the handicapping was excellent and, at the finish, no more than 100 yards covered the TC, Breakell's TR3, the Sprites of John Anstice-Brown and Douglas Wilson-Spratt, the M.G.As of Chris Tooley and Mike Reid and scratch-man Searle's Ace-Bristol.

The 10-lapper for racing and sports-racing cars was, as aforesaid, a bit of a shambles at the start but, once under way, was quite a good race. Cedric Brierley was first man home as pre-

dicted by the writer among others, followed in the class by Josh Randle in the Lister despite stalling at the start. Among the racing cars Ken Flint's Connaught fell sick on the first lap and Jimmy Stuart and George Nixon carved their way through the field of half-pints in formation, third place going to Blakemore's Cooper-Norton.

Three short handicaps completed the menu, the first of which contained mostly 750 and 1172 Formula machinery. It was won by W. G. Boulton driving Philip Cross's well-known Austin, with the energetic Lancaster in second place and B. P. W. Playford third in his beautifully built M.G. Special. P. Clark spun his 750 horribly at Woodcote on the third lap and went head first into the bank on the inside of the course; the front of the car was badly damaged and he suffered a suspected broken nose. The second race was a Dave Rees benefit in which he gave a wonderful demonstration of the speed of his projectile, with the M.G.As of Reid, Tooley and Allsopp disputing the places. In the last race John Bekaert had got the H.W.M. handling much better by adjusting tyre pressures but there were too many cars on the circuit to allow him or the Victoria to reach the front and it was Josh Randle who took victory from Searle's Ace, with Bond's Frazer-Nash third.

DAVID PRITCHARD.

MARSH WINS AT THE CHATEAU

IN spite of bad weather several thousand spectators were present to watch a stirring battle for B.T.D. between ex-hill-climb champion Tony Marsh and new champion David Boshier-Jones at the Hagley club's Chateau Impney speed trial last Sunday. Times continued to improve as the track dried out and the honours eventually went to Tony Marsh with a run of 24.65 secs., just one-hundredth of a second slower than the course record set last year by David Good, who, on this occasion, returned fourth best time of the day with 25.48 secs.

In the Sports Car Class, Frank Livingston drove his Morgan to record 29.28 secs. and laid low a whole gaggle of TRs in the process.

The *Formule Libre* Racing Car Class went to Patsy Burt with an immaculate 25.38 in her F2 Cooper, giving her third best time of day and beating Tony Marsh in his newly acquired ex-Michael

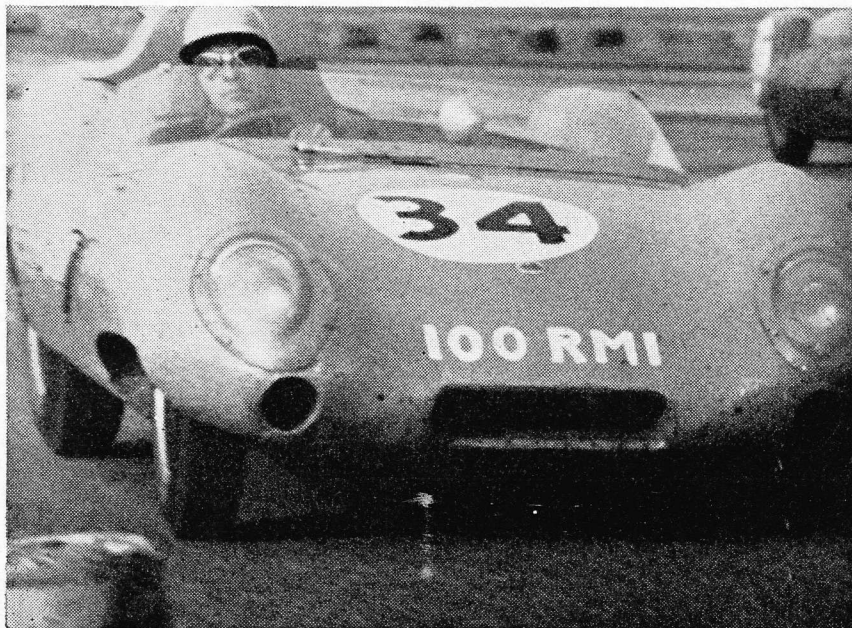
Christie Lotus, by just 1 sec. It will be interesting next season to see how Tony gets on with the Lotus, which he is proposing to use in place of his present Cooper twin in hill-climb events.

J. D. HOLLINGWORTH.

Results

Sports Cars up to 1,500 c.c.: 1, J. Turvey (Lotus), 29.97 s.; 2, W. A. Cleave (Morris), 30.03 s.; 3, J. I. G. Watts (Berkeley), 31.56 s.
1,501-2,700 c.c.: 1, J. F. Livingston (Morgan), 29.28 s.; 2, G. Wilson (A.C.), 29.72 s.; 3, R. E. Meredith (Morgan), 30.06 s. **Over 2,700 c.c.:** 1, L. J. Tracey (XK 150), 31.92 s.
Racing Cars up to 500 c.c.: 1, R. B. James (Cooper), 26.82 s.; 2, W. Ford (Cooper), 27.33 s.
Ladies' Award: Miss Pauline Brock (Cooper), 27.87 s. **Racing Cars and Formule Libre 2 cylinders:** B.T.D. and J. W. Cox Cup: Tony Marsh (Cooper), 24.65 s. 1, D. Boshier-Jones (Cooper), 25.22 s.; 2, D. R. Good (Cooper), 25.48 s. **Racing Cars, Formule Libre, over 2 cylinders:** 1, Patsy Burt (Cooper), 25.38 s.; 2, Tony Marsh (Lotus), 26.39 s.

Sports-Racing Cars up to 1,200 c.c.: 1, R. Mayman (Lotus), 26.94 s.; 2, C. G. Summers (Arden), 27.19 s. **1,201-2,000 c.c.:** Miller Cup: D. Shale (Lotus), 25.83 s. **Fastest in Class:** E. Lewis (Lotus), 26.44 s. **Over 2,000 c.c.:** P. Scragg (H.W.M.-Jaguar), 26.92 s.



THE end of the season meeting at Full Sutton, Yorks, earned for the B.R.S.C.C. Northern Section full marks and a large pat on the back. If their previous meetings at this very fast Northern circuit were not quite up to standard, well, by now they have learnt their lesson the hard way and really deserve congratulations for the manner in which, in one short season, they have moulded a scratch outfit of beginners into an efficient, well-trained and organized team who, by next season, will be ready and capable of tackling a "National" event.

On Saturday, 27th September, all went well, even the weather gods, for the first time at Full Sutton, relented, and the sun shone out all day, and if, towards the end, duffles and furs were needed, no one really complained.

An entry of over 100, divided into six well-chosen scratch events, comprised the menu, and if the star of the day, in the shape of Innes Ireland, was never really troubled in the course of his three wins, well, the fine scraps for second and third spots on each and every occasion showed club racing at its best!

The proceedings started, as usual, with a 10-lapper for 500 c.c. racing cars—from the grid it was E. Dawson (Cooper-Norton), W. G. Flather (Flather-Norton) and J. Pitcher (Cooper-Norton) in that

order into Runway Curve. Lap two saw Pitcher take a lead he was never to lose, finally crossing the line some six seconds in front of P. Robinson, who for eight

Results

Formula 3: 1, J. Pitcher (Cooper-Norton), 91.21 m.p.h.; 2, P. Robinson (Cooper-Norton); 3, E. Dawson (Cooper-Norton). **Fastest lap:** Pitcher, 92.31 m.p.h. **Sports Cars, up to 1,100 c.c.:** 1, I. Ireland (Lotus), 97.13 m.p.h.; 2, K. Hall (Lotus); 3, P. Riley (Lotus). **1,100-1,500 c.c.:** 1, R. H. Smith (Connaught); 2, N. Netherwood (Lotus-Ford); 3, A. Osbiston (Elva-M.G.). **Fastest lap:** Ireland, 102.31 m.p.h. (new record). **Production Sports and Grand Touring Cars, up to 1,600 c.c.:** 1, T. Lund (M.G.A.); 2, T. L. A. Burgess (M.G.A.); 3, T. Entwistle (M.G.A.). **Over 1,600 c.c.:** 1, I. H. Smith (Ace), 87.79 m.p.h.; 2, E. J. B. Mitchell (Ace); 3, T. Lund (M.G.A.). **Sports Cars, unlimited:** 1, I. Ireland (Lotus), 96.03 m.p.h.; 2, B. J. Cox (Elva); 3, D. Graham (Lotus). **Saloon Cars, up to 1,600 c.c.:** 1, G. A. Percival (Anglia); 2, D. J. Steane (Anglia). **Over 1,600 c.c.:** 1, G. H. F. Parker (3.4 Jaguar), 78.60 m.p.h.; 2, E. B. Wadsworth (Healey-Riley). **Racing and Sports Cars, unlimited:** 1, I. Ireland (Lotus), 99.05 m.p.h.; 2, T. Dickson (Lotus); 3, C. S. Dodd (Lotus). **Fastest lap:** Ireland, 101.23 m.p.h.

out of the 10 laps had fought it out wheel to wheel with Dawson; the latter seemed to lose most of his power on the

THREE FOR INNES: Giving a beautiful display of driving, Innes Ireland won three of the six events at Full Sutton.

last lap but finished secure in his place, though some nine seconds down.

Next came a 10-lap event for sports cars up to 1,500 c.c. in two classes, under and over 1,100 c.c. Out by himself, and driving near copybook stuff, was Innes Ireland (Lotus 1100); on lap three he toured in 1 min. 55 secs. (100.5 m.p.h.) and then on lap four 1 min. 52.6 secs. (102.31 m.p.h.) to beat Border Reivers' J. Clark's D-type course record. Lap nine and he was so far ahead that even a double spin at Paddock when overtaking a bunch of backmarkers failed to impede his victory march. In second place came Keith Hall (Lotus 1100) some 20 seconds in arrears, whilst third spot was taken by P. Riley, who after a spin on lap seven still went fast enough to regain his position after strong challenge from J. Blumer and J. McKay all 1100 equipped. Class B (over 1,100 c.c.) went to R. H. Smith's Connaught from N. Netherwood's Lotus-Ford.

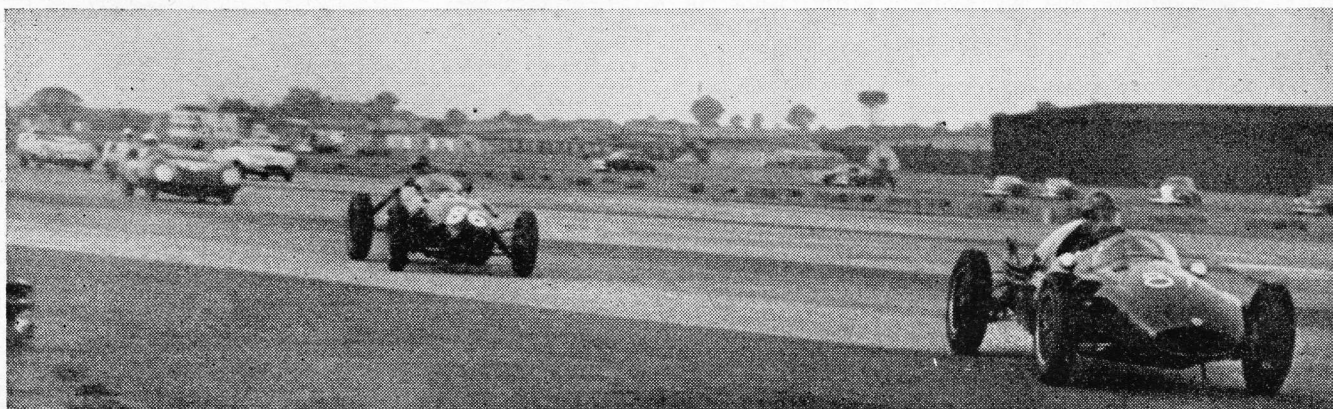
HAT-TRICK FOR INNES IRELAND

Fine end-of-season meeting at Full Sutton

Event three brought out production sports cars in classes up to 1,600 c.c. and over. It proved an easy win for I. H. Smith in his very fast A.C. Ace who took the flag some 67 secs. before E. J. Mitchell, driving a similar car. Third overall, and winner of the opposite class, was T. Lund in a twin-cam M.G.A.

The next race was over 16 laps for unlimited sports cars with a Le Mans start. Keith Hall, after a tremendous start, led Innes Ireland for the first four laps, but after that his efforts came to nought for, on the sixth tour, he retired. Hall's place in second spot was quickly taken by B. J. Cox (Elva), but by lap 11 he was 27 secs. down on the flying Innes, who, lapping around a steady 1 min. 57 secs., ran out an easy winner. D. Graham, similarly equipped, took third place.

Saloons were next on the scene. Although a very small field took off, they put on a good show with G. H. Parkes (3.4 Jaguar) and E. W. Wadsworth (Healey-Elliott) fighting out the big class, whilst G. A. Percival and D. J. Steane jousted in a pair of Anglias.



F2s TO THE FORE: Just after the start of the first lap of the Formule Libre race and N. Barclay (Cooper) holds a tenuous lead over A. Brooke (Lotus), as they pull ahead of the field.

Full Sutton—continued

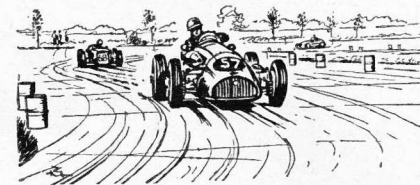
Finally came the *Formule Libre* race over 10 laps. Incorporating a pair of Formula 2 cars in the shape of A. Brooke's Lotus, and N. Barclay's Cooper, it looked as though Innes Ireland would have to work hard for his triple crown. From the start, into Runway, it was Barclay, Brooke, then Ireland. Round two and Ireland was in front, Brooke nearly "touching" and so they stayed until lap 7, when Brooke attempting a muck or nettles pass failed to get round Sutton bend and went hedging and

ditching in a potato field and thereafter took no further interest. Some seconds back there was a whale of a dice going on for second place (after the demise of Brooke); first it was B. J. Cox (Elva), then, to the amazement of one and all, S. Dodd, who had obviously been eating raw meat, took Cox into Runway and left him cold.

Not for long, however, was he to hold that august place, as from nowhere appeared amongst the leaders for the first time that day Tommy Dickson in the more powerful Lotus 1500. And

so they finished, a great ending to a grand day's sport, in which every event started, and finished, dead to time. Thank you, B.R.S.C.C.

FRANCIS PENN.



THE "HEAVIES" ON PARADE

Disc brakes and swing axles are amongst the wealth of technical interest found at the Commercial Motor Show

IN case you hadn't noticed, the Commercial Motor Show is on at Earls Court in London, round about now. Until this year, we'd scarcely noticed either, but John Bolster always seems to find something of interest there and as he was otherwise occupied this time, we went along instead—just to see what it was all about. We came away impressed!

Undoubtedly there is far more sheer engineering at the commercial show than is ever seen at the "Peasants' Paradise" in October. You may think that lorries *en masse* might be singularly uninspiring, and, of course, many of them are—particularly those built by concerns who are more generally known for their passenger cars. However, one exception is the Rootes Group, who have come up with a lorry engine which is unconventional to say the very least! It is a three-cylinder, two-stroke, supercharged diesel—and that's not all. The cylinders, mounted in line and horizontally, each have two pistons, one at each end; the pistons move in together, compressing the mixture in the middle, the fuel is injected and fires, pushing the pistons out, and by means of massive rockers and con-rods, the crankshaft, which runs underneath the cylinders, is turned . . . (words fail; see sketch!). This is not an untried prototype, but is in general production use already. As we know from DKW experience, a three-cylinder, two-stroke supplies power with similar smoothness to a six-cylinder four-stroke—and this blown valveless device should rev far more freely than the usual run of compression-ignition engines.

Quite the most impressive piece of chassis engineering was seen on the Guy stand, where two very keen young technicians explained the features of their latest prototype bus chassis. This is designed to take a 36 ft. x 8 ft. single or double deck body and features air suspension all round—independent at the front—with automatic levelling to compensate for load variations; 16 ins. diameter Girling disc brakes are also fitted all round and the 11.1-litre Leyland diesel engine, mounted under the chassis amidships, transmits its 150 b.h.p. through a fluid coupling and a fully-automatic four-speed gearbox, with manual overriding control. The front suspension uses massive double wishbones, but at the rear, the live axle is located by no less than four radius arms

and two Panhard rods, for the jelly-like air-suspension bags have no locating inclinations themselves. Disc brakes and air suspension seem to be catching on in the world of the "heavies", and Dyson's, who specialize in trailers, were even showing a simple eight-ton, four-wheel trailer so equipped.

Whilst on the Guy stand, we were shown their latest "Light Eight" lorry. This is claimed to be the lightest eight-wheel truck on the market, scaling less than six tons. Aluminium is used extensively, the whole loading platform being of ribbed light alloy. The suspension was interesting on this one, too. There were two rear axles, the foremost one being conventionally suspended on massive leaf springs, but the rear one hung on short, trailing quarter-elliptic springs, with huge helical springs above it, checked by enormous telescopic dampers. (Pardon the superlatives, but these machines are *big*!) It had a five-speed gearbox and a two-speed axle—giving 10 ratios from which the driver could choose, and he was installed in a very comfortable cab, equipped with heater, radio, cigarette lighter, electric shaver socket, sun-visors, screen-washers and wrap-around windscreen. Brakes, clutch and steering were servo-assisted and one could *switch* the handbrake on or off electrically. Incidentally we noticed that dual headlights were fitted, in the current American style.

Five-speed gearboxes are quite commonplace on the bigger vehicles and some of them are even six-speed—the top ratio being an overdrive—the gear-lever operating in an elaborate zig-zag

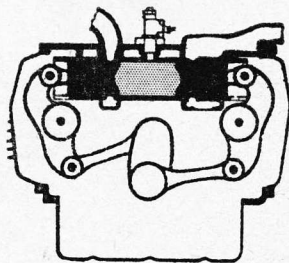


DIAGRAM shows the highly unconventional Rootes three-cylinder, two-stroke, supercharged diesel motor. The mixture (shaded) is compressed by two pistons moving in opposition in each cylinder; they are connected by rockers and con-rods to the crankshaft below.

gate. A few of these have two-speed axles as well—a total of 12 ratios! Albion were showing a "double reduction" rear axle which apart from the usual crown-wheel and pinion, had a planetary reduction gear in each hub, outside the brake drum. This enabled a smaller "diff" to be used and reduced the load on gear teeth and half-shafts. It also made it possible to change the final drive ratio without dismantling the axle—or even taking the wheels off.

Unipower were showing their "Centipede" tractor, mainly intended for forestry activities, which in addition to four-wheel drive, also had four-wheel steering, presumably to enable it to play hide-and-seek around trees! However, the palm for the most fabulous rough-country truck must go to Tatra. This Czechoslovakian firm were showing a single exhibit—a 10-wheel tipper, presumably designed for heavy earth-moving jobs. The eight rear wheels were in two pairs of doubles, and were fully independent, on swing axles, ingeniously coupled to longitudinal leaf springs! The front wheels were also independent, by means of diagonal quarter-elliptic springs and radius arms—and *all* wheels were driven! Not content with this, the engine of this device was a 15-litre V-12 diesel, developing 180 b.h.p. at a mere 1,800 r.p.m. The huge hydraulic rams to raise the tipper body were just details.

Other cross-country vehicles included, of course, the new Austin Gipsy, with all-independent rubber suspension, and the well-proved Land-Rover, in its many varied forms. This latter vehicle was exhibited in chassis form (for demonstration purposes only!) with the left side as a long wheelbase and right side as a short one. It looked most odd.

Jensen have long been known as makers of heavy lorries, but it seems that they do so no longer. They were, however, showing an extremely interesting range of light transporters which they are building entirely in England, based on the German Tempo Matador chassis. That ubiquitous 1½-litre, B-Series B.M.C. engine is being used but it is mounted, back to front, in a tubular "backbone" chassis, driving the front wheels through a ZF gearbox, with synchromesh on *all four* speeds (wonder of wonders!). Suspension is independent all round, by transverse leaf at the front and helicals at the rear. Body variants include a very luxurious and handsome "minibus" to seat 14, and an intriguing truck, with the body mounted on a lift so that it can be lowered right down to the ground between the independent rear wheels for loading. Internal dimensions are 12 ft. 2 ins. long x 5 ft. 2 ins. wide x 6 ft. 2 ins. high. (Thinks: a Formula 2 car could be driven straight in. . .)

STUART SEAGER.

Aston Marvel!

● The latest from Feltham—the Aston Martin DB4—is a sleekly handsome, full four-seater saloon, with a 3.7-litre engine, disc brakes and over 140 m.p.h. performance

THE name of Aston Martin is of particular interest in motor sporting circles, because this firm have never manufactured anything but high-performance cars. Lionel Martin did well at the Aston Clinton hill-climb before the 1914 war—hence the name! After that conflict came the Bamford and Martin Astons, and then, under new management, the Bertelli cars. After various vicissitudes, David Brown collected the almost moribund firm, and allied the A.M. chassis with the twin-cam Lagonda engine. Thus was born the DB2, and thus began the saga of the fabulous DB Aston Martins.

The new DB4 Aston Martin is, like its predecessors, a genuine sports car. It is, however, a sports car in the modern idiom, which means that it excels ordinary vehicles not only in performance, but in that sheer luxury which renders high-speed long-distance travel a pleasure rather than a feat of endurance. The engine is entirely new, though we have seen its prototype on the racing circuits. In brief, it is a seven-bearing six-cylinder of 3.7 litres capacity, and the cylinder block and head are both cast in light alloy.

A "square" dimension of 92 mm. has

been chosen for the bore and stroke. The die-cast aluminium pistons operate in centrifugally cast chrome-vanadium iron wet liners. The crankshaft, as is the best racing practice, is forged in chrome molybdenum steel and nitrided. A two-stage duplex roller chain drive is employed for the twin overhead camshafts. The distributor is driven from the rear of the inlet camshaft, and there are twin SU carburettors. This extremely potent power unit develops 263 b.h.p. at 5,700 r.p.m. on a compression ratio of 8.2 to 1.

The clutch is a 10 ins. Borg and Beck, and the four-speed David Brown gearbox is a new one, with synchromesh on bottom gear. As 50 m.p.h. may be exceeded on the latter ratio, it is a useful gear that can be employed quite frequently with advantage. Synchronization is thus a most valuable feature, which must add to the pleasure of driving the car. The gearbox ratios for third, second and first speeds are 1.25, 1.74, and 2.49 to 1, which should be read in conjunction with a standard final drive ratio of 3.54 to 1, with optional alternatives of 3.31 and 2.93 to 1.

The chassis is a steel platform, with a welded tubular steel superstructure. The

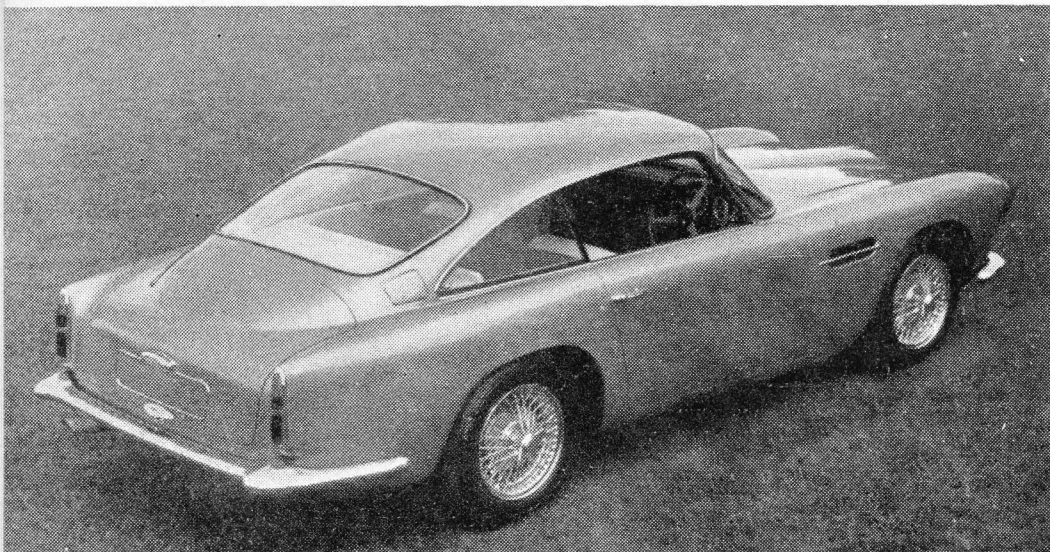


body is panelled in aluminium and is a "Superleggera" design, built in David Brown's Tickford factory. It is an extremely luxurious two-door four-seater with a wrap-around screen and bucket front seats of Reutter reclining type. The large luggage boot has the spare wheel hidden beneath its floor. Needless to say, the wheels are of the wire knock-on pattern.

The front suspension is by transverse wishbones, with ball-jointed king pins, and the helical springs embrace large-diameter Armstrong telescopic dampers. The steering is by rack and pinion with



ONE of the handsomest sports saloons ever sized four-passenger machine. A capacious comfort has been carefully planned. Full amenities are neatly clustered in front of the pattern, access to m





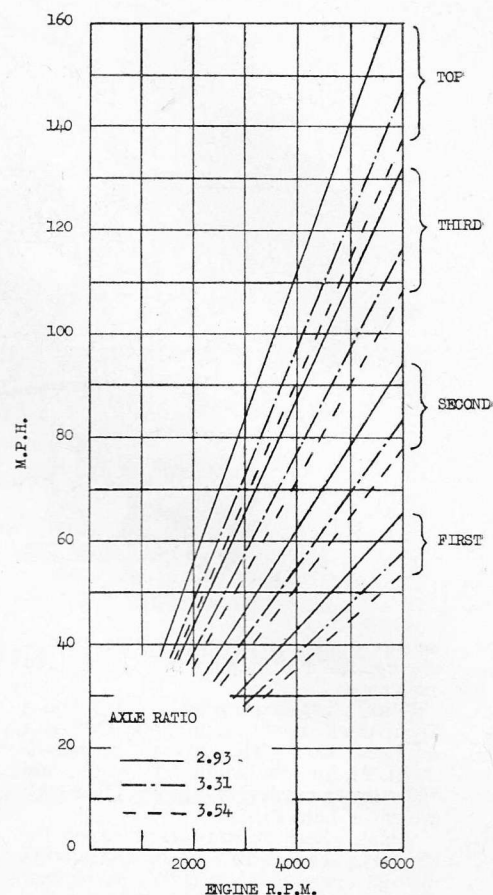
a wood-rimmed 16 ins. wheel, and the angle of the column may be adjusted. The Salisbury hypoid rear axle is on parallel trailing arms, with transverse location by a Watts linkage. The rear springs are helical, and the dampers are piston-type Armstrongs. As this car is capable of extremely high speeds, the horrible little wheels which deface many modern automobiles are taboo, and man-size 16 ins. rims, 5 ins. wide, carry 6.00 ins. tyres.

Such potential performance as this car possesses would be unthinkable without immensely powerful brakes. Discs are,

of course, the answer, and these components, of Dunlop manufacture, are used for all four wheels. The operation is hydraulic, with a vacuum servo. The horizontal hand brake lever operates on the rear discs.

The performance of this car must obviously be sensational. In the past, a select few of the fastest cars have been able to reach 100 m.p.h. from a standstill in less than half a minute. The DB4 will attain this speed and brake down to a standstill again, all within 30 seconds, it is claimed. With the standard axle ratio, about 140 m.p.h. is available, but considerably higher velocities could be encompassed with the alternative gears. However, for road use, the livelier performance of the standard

(Continued overleaf)

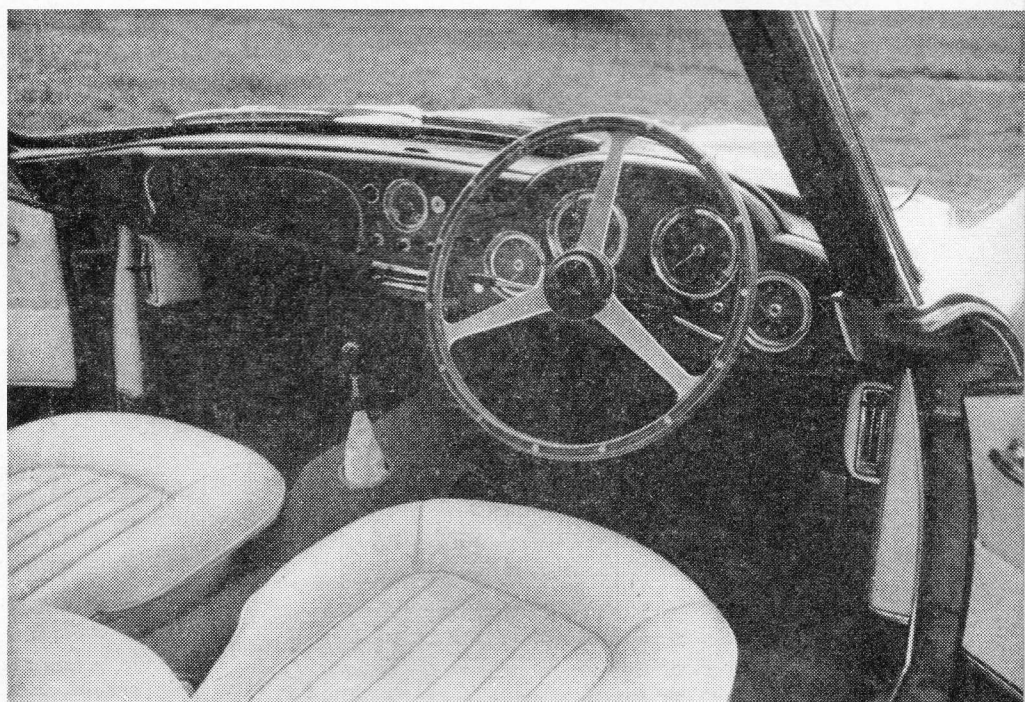


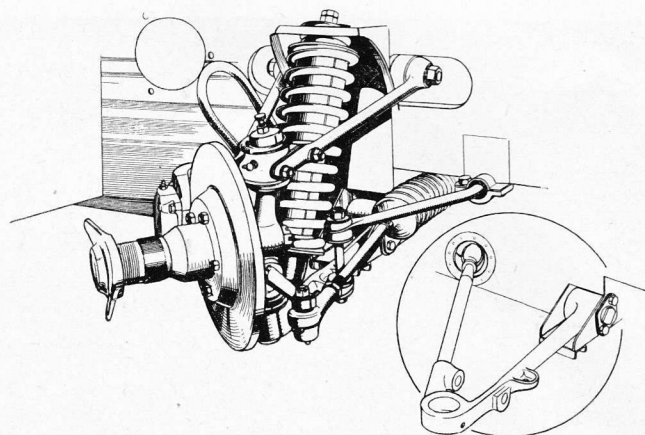
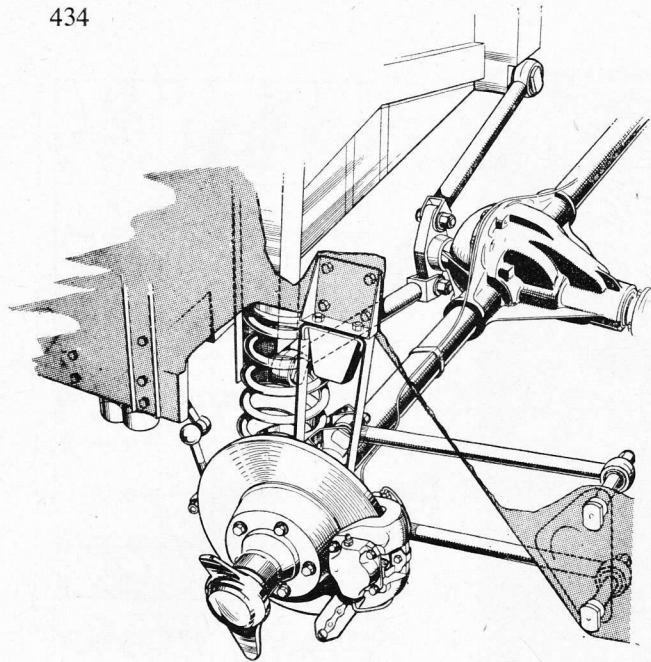
THEORETICAL speeds in the gears are indicated in this chart, for the three axle ratios available. Normally the 3.54:1 final drive is fitted as standard.

★



roduced in this country, the new DB4 is a full-conventional luggage boot is used, and interior Reutter front seats are fitted and the instrument. Although the aluminium body is of two-door rear seats is not difficult.





SUSPENSION DETAILS are clearly shown in these two Theo Page drawings. The rigid rear axle is retained but a Watts linkage is employed for lateral control. It will be noted that the rear coil spring is behind the axle. Front suspension is by wishbones and coil springs. Dunlop disc brakes are used all round.

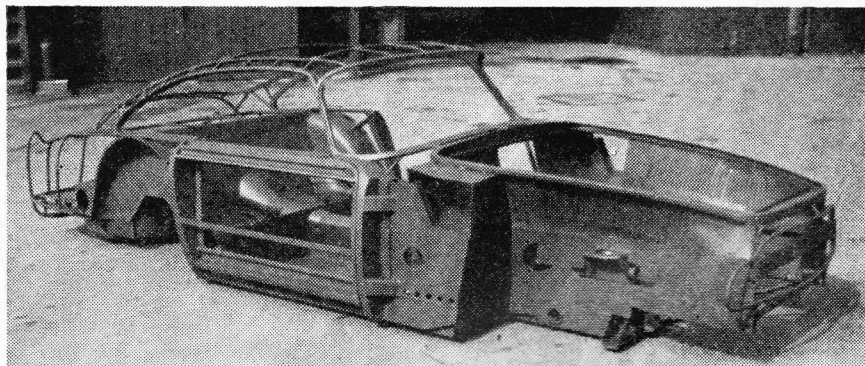
THE CHASSIS (below) is of platform type with integral body superstructure giving extreme torsional rigidity.

set-up would be of more value than a theoretical 170 m.p.h. that one could never use.

With a wheelbase of 8 ft. 2 ins. and a front track of 4 ft. 6 ins., the DB4 is a compact car. The overall length is 14 ft. 8½ ins., the width 5 ft. 6 ins., and the turning circle only 34 ft. The kerb weight is 2,884 lb.

Alas! Such dream-cars must be for the very few. This sort of engineering will always cost big money, and the new Aston Martin will be desired by virtually all our readers, but actually bought by a smaller number. Its basic price of £2,650 becomes £3,976 7s. when our crippling purchase tax is added.

JOHN V. BOLSTER.



SCOTTISH SPEED CHAMPIONSHIP —FINAL PLACINGS

	Pts.
1. J. Clark (Porsche, Jaguar "D")	62
2. J. Blumer (Lotus, Austin-Healey 100S)	46
3. T. Dickson (Lotus)	39
4. W. A. Thompson (Austin-Healey 100S)	38
5. D. M. Bertram (Triumph TR3)	37
6. R. E. Evans (Austin-Healey 100S)	33
7. J. E. Milne (M.G.A.)	31
8. J. Sutton (Austin-Healey)	29
9. J. B. McAdam (Austin-Healey 100S)	28
10. C. P. Harrison (Riley 1.5)	25
J. Higham (Lotus)	25
N. V. L. Barclay (Cooper-Climax F2)	25
14. R. G. Mickel (A.C. Aceca-Bristol)	24
15. J. Mackay (Lotus)	23
16. J. L. Romanes (Lotus)	20
G. L. Crozier (Lotus)	20
18. A. Walker (Lotus)	19
19. J. Steele (Lotus)	18
20. R. Dickson (Triumph TR2)	17
T. G. F. Wilson (Cooper-Norton, Triumph)	17
22. K. D. Fraser (Riley, M.G.A., Aston Martin)	15
23. R. D. McCutcheon (Lotus)	14
24. A. D. M. Dobbie (Triumph TR2)	12
25. P. B. Dann (Cooper-Jaguar)	11
26. D. Ramsay (Triumph TR2)	10
J. W. Goodwin (Healey Silverstone)	9
28. C. W. Lawson (Porsche)	9
29. J. A. Somervail (Jaguar "D")	8
P. N. Harrison (Ford, Austin-Healey)	8
31. D. I. Fraser (M.G.A., Austin-Healey)	7
32. J. F. Somervail (M.G. Magnette)	6
33. R. M. Shepherd-Barron (Fiat-Abarth)	4
T. Y. Wilson (M.G.A.)	4
35. J. Murphy (Simca)	3
M. Gilroy (Fiat 1100 TV)	2
36. M. Harris (Austin A35)	2

Qualifying Events: Best three Sprint class performances at meetings at Winfield (20th April, 27th July); Stobs (8th June); Heathfield (13th September); Rest-and-Be-Thankful (28th June, 5th July). Best four Race performances at meetings at Charterhall (27th April, 29th June, 6th July, 28th September); Crimond (20th June).

Maximum of 11 per meeting.

THE MOTOR ENTHUSIASTS' CLUB

THE Motor Enthusiasts' Club held their first speed event recently when they staged the Altidore Hill-Climb over a new ¼-mile course near Kilpedder, Co. Wicklow. The 44 entries included drivers from all over the country, most prominent being Graham (Cooper-J.A.P.), Pringle (Cooper-Climax) and Jamieson (Lister-Bristol) all from Belfast. In the main event of the day, the general handicap, Dick Barrett (TR2), making one of his few appearances in a speed event, surprised the handicappers by making the climb in 59.23 secs., thereby winning the class. The hero of the day, however, was undoubtedly John Pringle (Cooper-Climax) who made a masterly ascent on wet roads in 49.20 secs., which was 3 secs. faster than anyone else.

Results

Open Handicap: 1, R. Barrett (1991 Triumph); 2, W. H. Telford (1991 Triumph); 3, N. O'Flaherty (1498 Porsche). **1,300 c.c. Scratch:** 1, H. Graham (Cooper-J.A.P.); 2, J. Barr (649 Leprechaun); 3, J. A. Burke (Buckler-M.G.). **Over 1,300 Scratch:** 1, J. R. Pringle (Cooper-Climax); 2, N. O'Flaherty (Porsche); 3, W. E. T. Bradshaw (A.C.-Bristol). **Up to 1,100 c.c. Saloon Scratch:** 1, R. Redmond (DKW); 2, P. B. Hopkirk (Austin Speedwell); 3, F. Keane (DKW). **Over 1,100 c.c. Saloon Scratch:** 1, J. W. S. Scott (Borgward); 2, Cecil Vard (VW s/c.); 3, Keiron Sherry (VW). **B.T.D.:** J. R. Pringle (Cooper-Climax).

LICENSED TRADE AUTOMOBILE CLUB OF GREAT BRITAIN—FORMATION OF NORTH-WESTERN AREA

ON Wednesday, 24th September, the inaugural meeting of the above was held at the Red Lion Hotel, Blackley, near Manchester, where mine host was Bill Ramell. Launched by the capable hands of Stan Thurston, Harold Pope and Lance Maidment, respectively Chairman, Vice-Chairman and Secretary of the Licensed Trades Automobile Club, London Area, a committee was quickly formed with John Whatmough as Chairman, Peter Dean as Vice-Chairman and Hugh Clapp as Secretary, and was composed of Messrs. A. Beard, G. H. Ingham, B. Ramell, W. Nicholson, H. Brady and B. Morris.

As some 30 plus actual hoteliers were present a draw was made for the venue of the next meeting. First out of the hat was H. Hampson of the Victoria Hotel, Radcliffe, Lancs, and the date chosen was Wednesday, 22nd October.

A very successful evening closed with a colour film show of varied L.T.A.C. activities which created great enthusiasm from future participants. Finally, for the benefit of North-Western Licensees who are interested in our sport, the man to contact is Hugh Clapp, Messrs. Cowley & Richardson, 11-17 Lodge Street, Middleton, Manchester, and his telephone number is MID 2253 or MID 3719.

the new 1½ litre **SUNBEAM RAPIER**

Sets a new standard in performance—safety—elegance

NEW power-plus 'Rallymaster' engine to give you sparkling performance allied to surprising economy and steadfast reliability. Now 1½ litres . . . twin carburettors . . . compression increased to 8.5 . . . larger valves . . . higher torque. All new features . . . but tested and proved in the toughest competitions.

NEW Gear Change. A short sports centre gear lever to give a direct, quicker, cleaner change to match the new engine's great performance.

NEW Safety features to give you the safest ride you ever had. New 10" brakes with 15% better performance . . . higher rated coil springs and shock absorbers . . . new featherlight steering . . . all contribute to a new experience in road holding.

NEW looks to thrill the eye . . . new comfort to shorten the miles. Re-styled interior—luxurious foam rubber seating. Wide choice of contemporary colour schemes.

SALOON £695 (plus P.T. £348.17.0)

1958 RALLY SUCCESSES

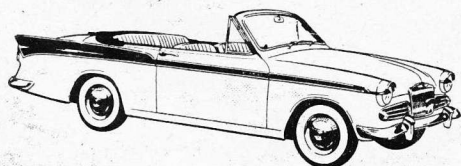
1ST Outright Winner R.A.C. RALLY

**1ST & 2ND Closed cars over 1300 c.c.
CIRCUIT OF IRELAND RALLY**

1ST British Car MONTE CARLO RALLY

1ST Manufacturers' Team Prize TULIP RALLY

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ON 19th September, 1948, the B.A.R.C. held the inaugural motor race meeting at a new circuit in Sussex. The circuit was called Goodwood. This first meeting was an immediate success and since that date some 60 meetings have been staged there by the B.A.R.C. It is interesting to note that at this event 10 years ago the 500 c.c. race was won by a 19-year-old lad by the name of Stirling Moss. From such small beginnings are champions made. . . .

Last Saturday, almost a decade later to the day, the same club held the final meeting of their 1958 racing season. Weatherwise, the day was, for the most part, bright and sunny, but the sun's warmth was swept away by a biting wind. This, however, could not spoil the day's sport and we saw some excellent dicing without one serious prang, although one or two of the boys came near to having a ride in the blood-wagon. All was well though, and everybody went home in one piece.

Event one was a 10-lap scratch race for 500 c.c. cars. This proved to be a fairly easy victory for Tommy Bridger in the Lancefield-tuned Cooper-Norton. He led from start to finish. Behind him Don Parker and Trevor Taylor had a grand scrap for second place, Taylor emerging the victor from this little scrap. Parker led for the first five laps while Taylor, who had started from the back of the grid owing to poor practice times, worked his way up through the field to challenge Parker. Don Truman was fourth and A. J. C. Newton fifth.

Keith Greene had another easy win in the Gilbey Engineering Lotus in event two. He led from the start from P. J. Lumsden and David Piper (all Lotuses). Coming down Lavant Straight at the end of the first lap Piper shot past Greene and Lumsden on braking and came howling past the pits with the other two in hot pursuit. Next time round and Greene was in front with Piper breathing down his neck. Lumsden was now being closely followed by Campbell-Jones. On this lap J. van Vlymen bent the front end of his Lotus on the chicane wall. He came into the pits and retired.

Lap three and Piper was back in the lead, but for the last time. Greene passed

GOODWOOD GRAND FINALE

B.A.R.C. Stage a Splendid Finish to their 1958 Season

him once more and from then on was never headed. Campbell-Jones managed to get past Lumsden and set off after Piper. On lap eight he managed to pass him at Madgwick but Piper was ahead again at the end of the lap and in that order they finished with Tim Hodges in fifth place, having driven a neat and tidy race in a neat and tidy blue and white Lotus.

Event three was a five-lap handicap for closed cars. The star attraction of this race was John Lawry's Lotus Elite which was unfortunately handicapped right out of the picture. He made a fine attempt, however, and made fastest lap but even so he finished last.

At the end of the first tour R. L. Goffe was leading in his Riley 1.5. Second was H. R. Moore (Ford) and third F. E. Oldham (Ford). The man to watch was obviously going to be D. R. Barthel in his 300SL. At the end of lap two he was ninth. Lap three and he was fourth and rapidly overhauling

INCIDENT OF THE DAY was provided by R. L. Goffe who lost a wheel on the last lap of event three. He is seen here continuing through the chicane and on to the finish. The wheel, meanwhile, sails up about 30 ft. into the air.

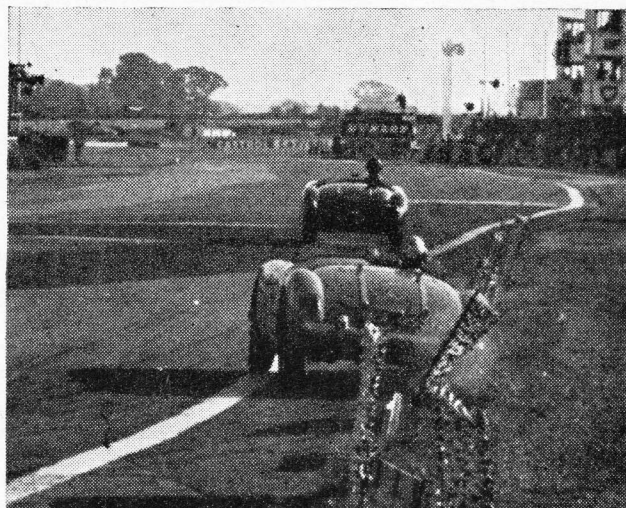
the leaders. Coming up almost as fast was I. M. Gillett in his maroon D.B. Mk. III. At the end of the fourth lap he was third behind Goffe and Barthel. The Mercedes was after the Riley in earnest now but Goffe's lead was considerable. Barthel was driving beautifully and the Merc sounded superb. Tension mounted on the last lap. From the Press stand we saw the little Riley appear on Lavant Straight, then came the 300SL, rocketing down towards Woodcote. Round went the Riley and into the chicane, literally! The near-side front wheel suddenly parted company with the car and went high into the air. Goffe obviously couldn't take the bend so he went straight for the wattle fencing. Taking it with him for a few yards, he then kept his foot down and continued to the finish, sparks flying from the brake back-plate. He crossed

the line a few yards in front of Barthel and finally ground to a halt on the grass. For this fine effort he received a great ovation from the crowd but he lost his first place for "going off the track". Hard luck, indeed! So Barthel won, Gillett was second in the Aston, D. J. Uren was third in a 3.4 Jaguar and Alan Foster fourth in a Magnette.

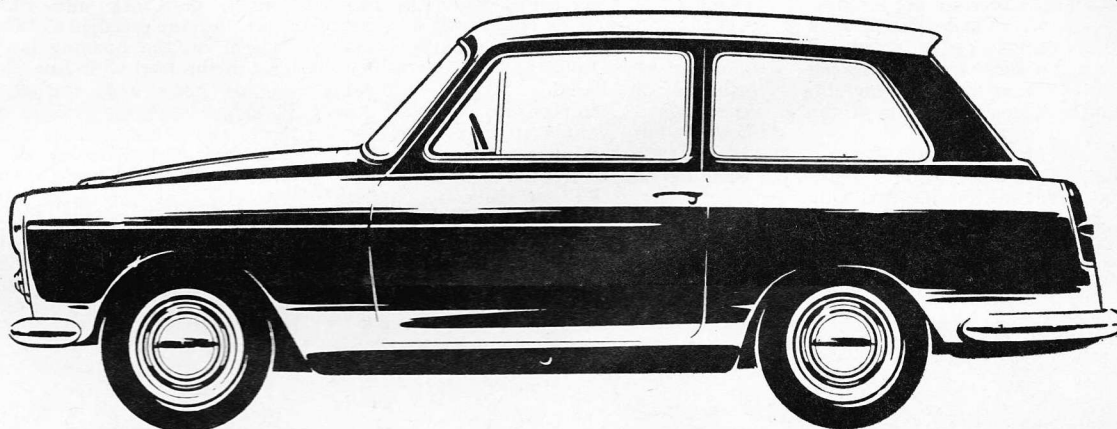
The next event in the programme was a 10-lap marque scratch race. This brought forth numerous Austin-Healeys, oodles of TRs and M.G.As and two A.C.s. First away from the Le Mans-type start was S. A. Hurrell (TR3). His lead was short-lived, however, and as they came past the pits for the first time it was Shale in front in his potent A.H. 100/6 followed by R. F. North (TR2) and Hurrell. And in this order they stayed for the remaining nine laps. In fourth position was C. J. Lawrence in his Morgan Plus 4. He clung grimly to the leading trio and on lap nine actu-

(Continued on page 441)

★
*MORE CHICAN-
ERY. This time
D. N. Gouk
(M.G.A.) deals the
wattle fencing a
side-swipe as he
accelerates out of
the bend behind
K. W. Mackenzie
(M.G.A.).*
★



AUSTIN RECOMMEND
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for the new A40

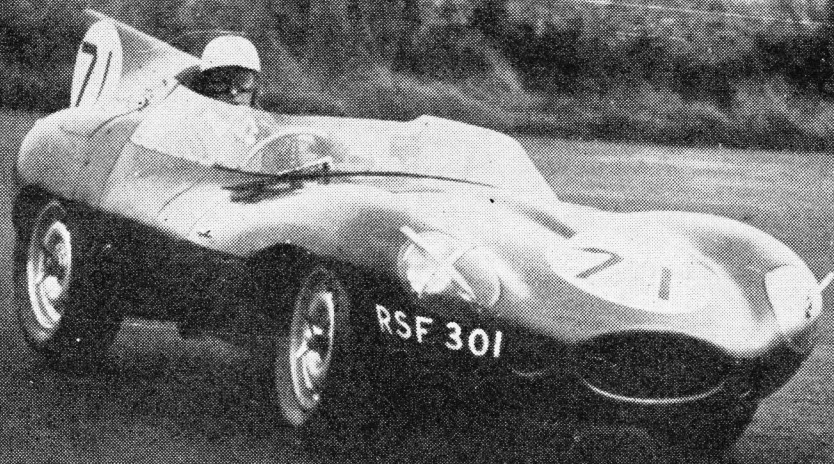


Don't take chances-ask for
CASTROL
by name 

BACK AGAIN. Ron Flockhart is in winning form once more after his enforced absence from racing. Here he is in the D-type on his way to winning the Formule Libre race.

(Porsche Super) relegated into third place by Ted Lund's Twin Cam M.G.A. Of the small saloons, Richard Shepherd-Barron's Fiat-Abarth 750 kept crawling ahead of the two modified Renault Dauphines on the straights but in the latter stages Harry Turner (Dauphine) challenged the Fiat and just failed to get past. Fastest saloon car driver was John Melvin, making his return to motor racing driving a Sunbeam Rapier. In the over 1,600 c.c. class Thompson's Austin-Healey 100S defeated Ramsay's Jaguar XK 150 and Fawdington's XK 120.

The over 1,500 c.c. sports car race brought together the big metal but there



DURING the past year, the Winfield Joint Committee have run a series of successful race meetings at Scotland's only remaining circuit, Charterhall, and since Crimond was forced into obscurity, the Committee have made quite a few improvements to the Berwickshire circuit in a staunch effort to keep motor racing in Scotland. Their efforts were rewarded last Sunday with a record Sunday crowd and some sparkling racing to assure the fact that motor racing still has its staunch supporters north of the Border.

David Murray's Ecurie Ecosse Tojeiro-Jaguar and remaining team Jaguar D-type were competing for the first time since 1956 at Charterhall and the main interest was in seeing how young Jim Clark fared against the Ecosse cars with his Border Reivers' D-type Jaguar. In

Record Crowd at Charterhall

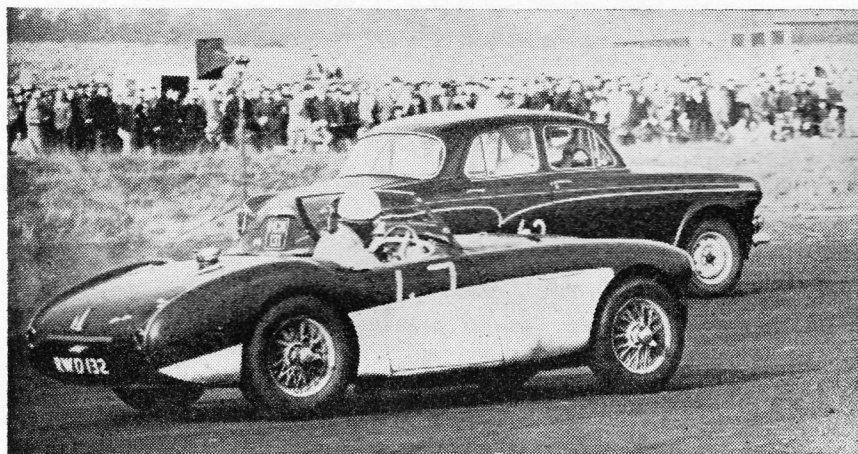
Two Victories for Innes Ireland (Lotus-Climax)

practice Tom Dickson's Lotus Fifteen retired from the meeting when the suspension collapsed on the straight. First race on this fine but slightly chilly afternoon was for touring cars, but which included cars eligible for the current AUTOSPORT Championship in order to draw a hard and fast line. For the second time this season, the Duke of Kent arrived at Charterhall to see his friend Charles Ramsey drive his Jaguar XK 150. In the up to 1,600 c.c. class Durham's Porsche Carrera had the legs of the rest but the surprise of the race was to find local favourite Jim Clark

was nothing to challenge the D-type Jaguars of Clark and Flockhart and Innes Ireland's Tojeiro. On the back straight on the opening lap it was Ireland in the lead with Jim Clark (Jaguar) on his heels and, farther back, Ron Flockhart. In the middle of the pack there was a tremendous scrap between the 100S Austin-Healey of Ted Evans and G. G. MacDonald's vintage Bentley. Up front, Ireland was mastering the Charterhall circuit—it was his first racing visit to his native Scotland—and was credited with a lap record at over 86 m.p.h. Ron Flockhart began to catch up on young Clark when overtaking the back markers and two laps from the end, he got past at the end of the straight to make it Ecurie Ecosse one-two.

The race for 500 c.c. cars attracted a good few entries with Loudon-Cox's Berkeley among them. However, the Berkeley suffered internal maladies during practice and did not run. The race found victory for G. F. Chippendale (Cooper) from the Coopers of Spreckley and Bell.

(Continued on page 442)



Results

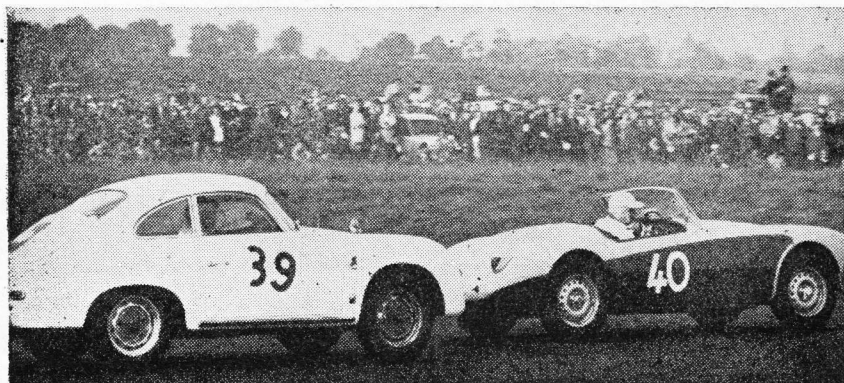
Touring Cars, up to 1,600 c.c.: 1. G. Durham (Porsche Carrera), 68.7 m.p.h.; 2. T. Lund (M.G.A. Twin Cam); 3. J. Clark (Porsche Super). **Over 1,600 c.c.:** 1. W. A. Thompson (Austin-Healey 100S), 71.0 m.p.h.; 2. G. A. Ramsay (Jaguar XK 150); 3. R. T. Fawdington (Jaguar XK 120).

Sports Cars, over 1,500 c.c. and Vintage: 1. I. Ireland (Tojeiro-Jaguar), 85.5 m.p.h.; 2. R. Flockhart (Jaguar D); 3. J. Clark (Jaguar D). **Vintage:** G. G. MacDonald (Bentley).

Racing Cars, up to 500 c.c.: 1. G. F. Chippendale (Cooper), 73 m.p.h.; 2. R. T. Spreckley (Cooper); 3. R. A. R. Bell (Cooper).

Racing Cars, unlimited: 1. R. Flockhart (Jaguar D type), 83.6 m.p.h.; 2. J. Clark (Jaguar D type); 3. N. V. L. Barclay (Cooper F2).

Sports Cars, up to 1,500 c.c.: Climax engines: 1. I. Ireland (Lotus), 80.4 m.p.h.; 2. J. Mackay (Lotus); 3. M. Templeton (Lotus). **Other engine:** 1. T. Entwistle (M.G.A.); 2. A. Burman (A.-H. Sprite); 3. D. G. Dryden (Lotus VII).



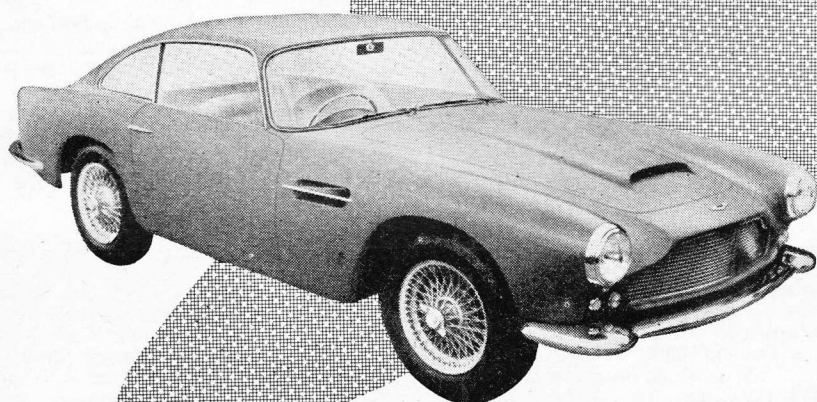
AUSTINS BOTH. (Left) W. A. Thompson (Austin-Healey) is pictured here about to pass J. Maurice (A95) out of Tofts. (Below) Jimmy Clark in the Porsche sits behind Ted Lund's Twin Cam M.G.A. during the Touring Car race.

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Club News

By MARTYN WATKINS

WELL, we're back in harness again this week, bronzed (well, sort of off-white), fit (that is, able to stand for short periods) but certainly not rarin' to go. Still, since colleague Christopher Nixon put in such splendid efforts on these pages in my absence it seems a shame to let him down! Thank you, Chris.

* * *

IT really is surprising how quickly one can lose touch. A couple of weeks away from motoring—yes, it is possible—and I come back right out of it. However, a fairly intensive gander at the accumulated post reminds me that one of the things that rally folk are becoming a little heated about is this question of cash prizes: well, I see that this very subject is on the agenda for the next meeting of the **Association of Midland Motor Clubs**, which takes place at the "George Room", Imperial Hotel, Temple Street, Birmingham, at 7.30 p.m. on 7th October.

Without getting all white-faced and angry about it, I'm glad to see that someone is going to take a close look from a wider viewpoint than normal club level provides. For this is a matter which wants watching. I'm all in favour, I think, of small cash prizes: after all, a 24-hour, 650-mile rally like, say, the "London", can cost the entrant quite a lot of money in terms of petrol, food and benzadrine. A prize of, for example, a tenner would compensate him and would, together with the satisfaction of winning, provide him with sufficient incentive without turning him into a pot-hunter. At the same time it is a sufficiently small amount to eliminate any of the nasty sordid business which would be bound to creep in if the prizes grew too large. This is one thing we just dare not have, for although hardly anyone else wants to use the roads we use on rallies, there are, nevertheless, far too many people anxious to chuck us off them.

Of course, I haven't mentioned the other sort of rally prize—not exactly money but the next best thing. There was tremendous alarm when the Bolton-le-Moors C.C. offered an A35 as a rally prize; there was the same sort of noise at the entry in the Monte with all expenses paid and car provided which is featured in the award list of the Liverpool M.C. event. All these, of course, have similar sinister possibilities. But no harm has been done yet and, indeed, the Bolton event was by all accounts a huge success. Time will, I imagine, tell.

* * *

THE Loughborough College M.C. have had to cancel their sprint scheduled for 12th October. However, their night rally is still very much on. This will take place on 22nd-23rd November. Invited clubs are B.R. and S.C.C., B.A.R.C., Combined Universities, Jaguar D.C. Sunbac, Shenstone and D.M.C., Charnwood C.C., Notts S.C.C., Melton Mowbray and Leicestershire C.C. . . . Regs. are now available for the **Worcestershire M.C.'s** Autumn Rally (11th/12th October) from J. H. Dodds, 101 Malvern Road, Worcester. The



TWO FROM ABINGDON: K. W. Mackenzie (M.G.A.) leads D. Gouk in a similar car round Woodcote at Goodwood last Saturday.

Coming Attractions

October 5th. Coupe du Salon Races (F2, G.T.), Monthl  ry, France.

B.R.S.C.C. National Race Meeting, Brands Hatch, near Farningham, Kent. Start, 1 p.m.

Jaguar D.C./Bentley D.C. Race Meeting, Silverstone, near Towcester, Northants.

October 11th. Snetterton M.R.C. "Autosport Three Hours" National Race Meeting, Snetterton,

near Thetford, Norfolk. Start, 2 p.m.

Hastings, St. Leonards and East Sussex C.C. Hill-Climb, Bodiam, Sussex.

Lancs and Cheshire M.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 11.30 a.m.

October 12th. West Essex C.C. National Hill-Climb, Stapleford, Essex.

following clubs have been invited: Birmingham Y.C.M.C., Evesham A.C., Herefordshire M.C., Stroud and D.M.C., Jaguar Drivers' Club, Ross and District M.S.C., Wolverhampton and South Staffs C.C., Cirencester C.C., R.R.E.M.C., Oxford M.C., Oxford University M.D.C., Shenstone and D.C.C., Malvern M.C. and L.C.C. The Yeovil C.C.'s second Yeovil Rally will be held 18th/19th October. This event is open to all clubs in the South Western Association. The start will be from Yeovil after 9 p.m. Regs. may be had from Peter Hicks, The Parade, Sherborne, Dorset. . . . The Herts County A. and A.C. stage their first Autumn Rally on 11th October, starting from The Pool House, Kimpton, Herts, at 7 p.m. Entries to E. J. Buxton, 10 Kingshill Crescent, St. Albans, Herts. . . . The Hants and Berks M.C.'s "Exercise Sunday" Map Reading Run will take place on 9th November. This is open to members of any motor club. The start will be after 12 noon from the Beach Arms Hotel, Oakley. Regs. may be had from John Higginson, 8 Chesterfield Drive, Hinchley Wood, Esher, Surrey. . . . "The Dowty Rally", organized by The Dowty M.C., will be held on 18th/19th October. The start will be at 21.30 hrs. from Twiggworth Service Station, Tewkesbury Road, near Gloucester. Entries

close 13th October and should be sent to W. J. Adams, 34(b) Canterbury Walk, Warden Hill, Cheltenham, Glos. The following clubs have been invited: Bristol M.C. and L.C.C., Bristol Aeroplane Co. M.C., Burnham-on-Sea M.C., Cheltenham M.C., Cirencester C.C., C.S.M.A. North Cotswold Group, Evesham A.C., Hagley and D.L.C.C., Hereford M.C., Midlands M.E.C., Morgan 4/4, Newport C.C., Oxford M.C., Pembroke M.C., South Wales A.C., Stroud M.C., Swansea C.C., Worcestershire M.C. . . . The Midland branch of the Ecurie Ecosse Association will hold a film show at the "Saxon Mill", Guy's Cliffe, Warwick, on 13th October. Films will include the 1955 T.T., the 1953 Mille Miglia and a film of Stirling Moss demonstrating his driving technique. The show starts at 8.30 p.m. Non-members welcome. . . . The Nottingham S.C.C.'s Nottingham Rally will take place on 25th/26th October. Regs. may be had from A. K. Cragg, Altair Optical Co., Ltd., 1 St. Mary's Gate, Nottingham. Entries close 17th October. The following clubs have been invited: North Wales C.C., Mid-Cheshire M.C., North Midland M.C., Melton Mowbray C.C., Spalding C.C., Midland M.E.C., Sunbac, B.A.R.C., Eastwood and D.M.C., East Anglian M.C., M.G.C.C., M.G.C.C. (Continued on page 442)

WINNER of the "Freddy Dixon" Challenge Trophy was D. S. Shale driving his immaculate Austin-Healey 100/6.

Goodwood—continued

actually managed to squeeze past Hurrell at Lavant Corner, only to be repassed a few seconds later. W. R. de Selincourt was fifth in his TR3 and sixth was J. Looker (Morgan Plus 4).

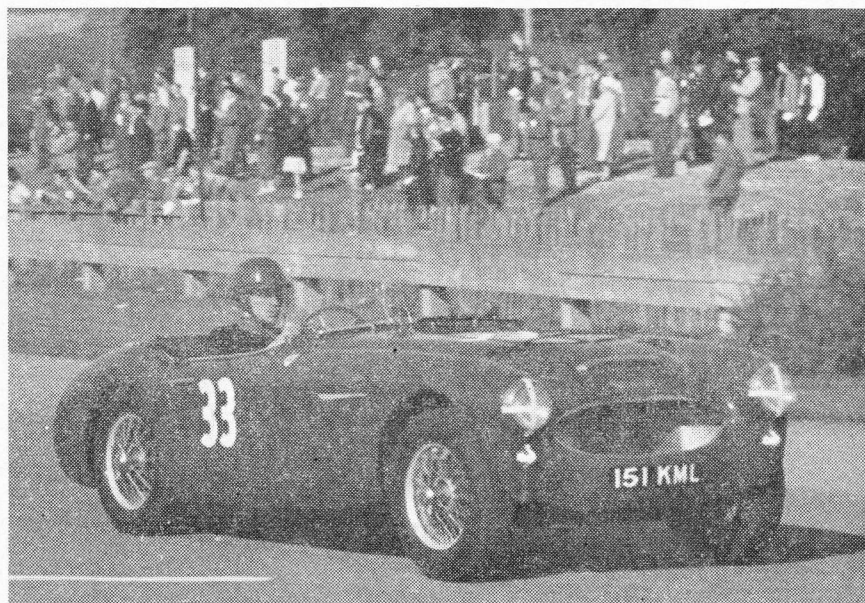
This win for Shale meant that he had won the "Freddy Dixon" Challenge Trophy with 20 points. Second was Hurrell with 17 points and third equal were R. F. North, J. A. G. Ewer and P. G. Fletcher, each with nine points.

Event five was another five-lap handicap for closed cars and this brought out the "little ones" in the shapes of A35s, Morris Minors, Standards, VWs, a Renault Dauphine and a Hillman.

Once again the winner led all the way, the man in question being D. E. Osborne, driving a Morris Minor. At the end of the opening round he led from P. Moore (Standard 8), A. Clark (VW), R. G. Falconer and T. R. S. Williams (Standards). Clark passed Moore on lap two and Williams passed Falconer. M. B. Everley had a "moment" at the chicane on this lap. He took it too fast, collected the fencing on the right as he came out, assumed an angle of about 45 deg., somehow came back to the horizontal again and continued on his merry way! All right if you like that sort of thing, I suppose.

While all this was going on J. H. Gaston was roaring through the field with commendable verve in his little Austin and on lap four he passed Clark into second place. Not bad considering he was 11th at the end of lap one! And so they finished, Osborne an unruffled first, Gaston second and Clark third.

Next on the agenda was another five-lap handicap incorporating a Ladies' handicap. Entering into the fray this



Results

Ten-lap Scratch Race (A) (For non-supercharged Racing Cars up to 500 c.c.): 1, T. Bridger (Cooper-Norton), 84.51 m.p.h.; 2, T. Taylor (Beart-Cooper); 3, D. Parker (Cooper-Norton). **Fastest lap:** Taylor, 86.06 m.p.h.

Ten-lap Handicap Race (B) (For non-supercharged Sports Cars up to 1,100 c.c.): 1, K. A. Greene (Lotus-Climax), 85.77 m.p.h.; 2, D. R. Piper (Lotus-Climax); 3, J. Campbell-Jones (Lotus-Climax). **Fastest lap:** Campbell-Jones, 87.45 m.p.h.

Five-lap Handicap Race (A) (For Closed Cars): 1, D. R. Barthel (Mercedes-Benz 300SL), 75.58 m.p.h.; 2, I. M. Gillett (Aston Martin); 3, D. J. Uren (Jaguar 3.4). **Fastest lap:** J. Lawry (Lotus Elite), 80.60 m.p.h.

Ten-lap Marque Scratch Race: 1, D. S. Shale (Austin-Healey 100/6), 76.70 m.p.h.; 2, R. F. North (Triumph TR2); 3, S. A. Hurrell (Triumph TR3). **Fastest lap:** C. J. Lawrence (Morgan Plus 4), 78.12 m.p.h.

Five-lap Handicap Race (B) (For Closed Cars): 1, D. E. Osborne (Morris Minor), 62.15 m.p.h.;

2, J. H. Gaston (Austin A35); 3, A. Clark (Volkswagen). **Fastest lap:** Gaston, 69.79 m.p.h.

Five-lap Handicap Race (C) (Incorporating the Ladies' Five-lap Handicap): 1, J. Hayles (M.G.A.), 73.67 m.p.h.; 2, J. Goddard-Watts (Berkeley); 3, R. C. Green (A.C.-Bristol). **Fastest lap:** Green, 77.84 m.p.h.

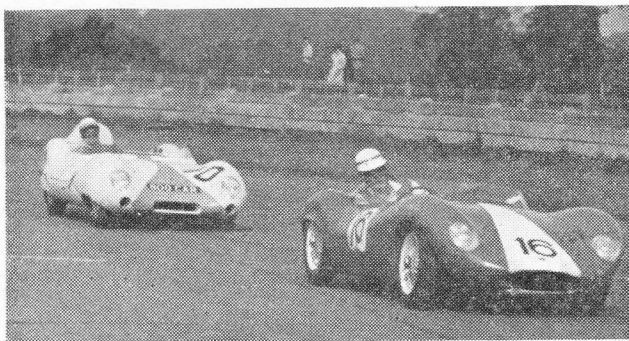
Five-lap Handicap Race (D): 1, S. G. Young (Weldangrind), 82.51 m.p.h.; 2, D. G. Addicott (Lotus-Ford); 3, R. A. Palmer (Lotus-Ford). **Fastest lap:** D. R. Piper (Lotus), 86.06 m.p.h.

Five-lap Handicap Race (E): 1, K. W. Mackenzie (M.G.A.), 73.97 m.p.h.; 2, L. Bond (Berkeley); 3, S. A. Hurrell (TR3). **Fastest lap:** Hurrell, 77.42 m.p.h.

time was an odd assortment of cars ranging from Gillett's Aston down to the tiny Berkeleys of Goddard-Watts and Jameson.

John Lawry had forsaken his Lotus for an interesting vehicle called a Toucan Special. There is apparently no truth in the rumour that this runs on a well-known alcoholic beverage! It was about this time that Mike Hawthorn turned up in the Press stand and he was a little surprised to see a Berkeley driven by Mrs. Margaret Ashby right at the back with the scratch boys. It turned out, however, that she had one lap and five seconds over the rest of the field which put things in their proper perspective!

With this huge advantage Mrs. Ashby held her lead for almost three laps but by lap two J. Hayles (M.G.A.) was in second place and rapidly catching her.



★
PRETTY ONES: The attractive Tojeiro-Climax of Chris Threlfall leads J. T. Hodges's blue and white Lotus through Madgwick.
★

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SPECIALISTS



He passed her at St. Mary's on lap three and was never headed from then on. Goddard-Watts was proving himself no sluggard, too, in the three-cylinder Berkeley and he passed Mrs. Ashby into second place on lap four. Meanwhile scratchman R. C. Green (A.C.-Bristol) came through the field at a rate of knots and managed to snatch third place from S. H. Handel (M.G.A.) on the ultimate lap. Mrs. Ashby won the ladies' section, Mrs. Kathleen Howard (Cooper) being second and Mrs. Averil Scott-Moncrieff (Cooper) third.

The last two events in the programme were both five-lap handicap races. The first of these brought forth a galaxy of Climax and Ford-powered cars, an XK 120 and the Weldandgrind. Starting on the 35 sec. mark, S. G. Young proceeded to drive the beautiful little projectile to such purpose that it swept through the field to win. At the end of the first lap D. G. Addicott (Lotus-Ford) was in the lead followed by E. T. de la Perrelle (Lotus-Ford) and R. A. Palmer, similarly mounted. Young was 10th at the end of this tour. Next time round and the order of the first three was still the same, D. L. Lewis (Lotus-Ford) and R. F. Swanton (Lotus-Ford) were fourth and fifth. By lap three Young was in seventh spot and rapidly catching the leaders. On the fourth tour he swept past Swanton, Lewis, Derisley (Lotus-Ford), de la Perrelle and Palmer to gain second place. Addicott tried gamely to retain his lead but the wonderful-sounding Weldandgrind was too fast for him and Young swept across the line first, having driven a fine race.

The final event of the day proved to be a win for K. W. Mackenzie in his M.G.A. Once again Mrs. Ashby had over a lap start on the rest of the field. At the end of the second lap the order of the first five was the same as at the end of the first lap, Mrs. Ashby (Berkeley), Laurie Bond (Berkeley), Mackenzie (M.G.A.), C. V. Coles (M.G. s/c) and K. P. Tomei (M.G.). Coles, incidentally, also appeared at that first meeting 10 years ago. How different it must have been then!

On lap three Mackenzie passed Laurie Bond (who had passed Mrs. Ashby) on Lavant and led from thereon. Coming up fast, however, was S. A. Hurrell in his potent TR. From being 10th on lap three he worked his way up to sixth on lap four and on the last tour managed to gain third place. A splendid effort.

And so last race of the last meeting

of 1958 finished with Mackenzie first, Bond second and Hurrell third. It had been a splendidly run meeting. Every event started at the time stated in the programme, there were plenty of incidents but no accidents and altogether it was a most enjoyable day. Thank you, gentlemen.

By the way, we were asked by James

Tilling over the Tannoy if we thought one commentator was enough at these meetings. I feel the answer to this is emphatically "no". Nobody really knew what was going on on the other side of the course. Another man at St. Mary's should do the trick. What say, B.A.R.C.?

CHRISTOPHER NIXON.

Charterhall—continued

The unlimited racing car race was predominantly Lotus supported though one single-seater, Norman Barclay's Formula 2 Cooper, took part. From the fall of the flag it was Innes Ireland (Tojeiro) who jumped into the lead but at the end of the straight there was nothing in it between Ireland and the D-type Jaguars of Flockhart and Clark. The superior power of the Tojeiro told and Ireland went into the lead while Flockhart was just behind Clark. On the straight, Ireland's car jumped out of gear and soon after, Flockhart, who had crept past Clark, took the lead, but only just. At the end of the long straight Flockhart and Ireland were together, then in a flurry of dust Ireland slithered off the circuit when his brakes locked. Clark jumped into second place followed by Barclay in the Cooper. Ireland got going again but was nowhere in the results. Behind the leaders the Lotus brigade were scrapping merrily with Keith Hall and Malcom Templeton neck and neck and Jim Mackay well up. Crozier's Lotus had a hair-raising spin right in front of the pack, a manoeuvre he repeated in the next race and it was thought he was having brake trouble.

Final offering for 1958 was an up to 1,500 c.c. sports car race split into two classes, one for Climax-engined cars (Seventeen Lotuses) and the other for "the rest". In the Lotus race Innes Ireland and Keith Hall were expected to provide the fireworks and they certainly did. Spectators beginning to leave returned to watch this battle, both cars sliding round Kames Curve side by side and almost leaning against each other at Tofts and Lodge. This was the kind of racing to hold spectators. Finally, like all good things, the duel came to an end when Hall's cylinder head gasket blew and he was out, leaving Ireland to run away with the race, from Jim Mackay and Malcolm Templeton. This was probably one of the fastest 1,100 c.c. sports car races run at Charterhall until Ireland eased up after Hall's retiral. In the non-Climax class, John Milne and T. Entwistle in their M.G.As had a

similar battle to the Lotus leaders which finished when Milne, in the lead, seized up his engine on the last lap. Burman's modified Sprite with fibreglass bonnet, etc., went extremely well and finished second with Dryden's Lotus VII third.

And so Scotland's season came to an end with the most successful meeting of the year.

GRAHAM GAULD.

Club News—continued

(N.E.), Charnwood C.C., South Caernarvon C.C., Chester M.C., De Lacy M.C., Lincoln and D.M.L.C.C. . . . **The Peterborough M.C.'s** Main Road Trial, a closed event, will take place on 5th October. Secretary of the Meeting is M. H. Bratley, "The Green", Bainton, near Stamford, Lincs. . . . On 14th October the Secretary and the **V.S.C.C.** office will be moving to 3 Kingsclere House Stables, Kingsclere, Newbury, Berks. . . . **The Tunbridge Wells M.C.'s** Night Navigation Rally will take place on 25th/26th October. The following clubs are invited: B.A.R.C., Bexley L.C.C., Hants and Berks M.C., Margate and D.C.C., Maidstone and Mid-Kent M.C., Sevenoaks and D.M.C., 750 M.C., Surrey Sporting M.C. and the Thames Estuary M.C. . . . Regs. may be had from G. W. Law, 8 Culverden Park, Tunbridge Wells, Kent. Entries close 21st October. . . . The inaugural meeting of the **Timber Trades M.C.** was held in London on 25th September. Hon. Secretary of the club is P. A. Diggins, 2 Coborn Road, Bow, London, E.3. . . . **The Fiat C.C.'s** Rally and Gymkhana will take place on 5th October at Thorney Hall, Newark, Notts, at 1.30 p.m. . . . Having just got over their London Rally the **London M.C.** now launch themselves into their Norwester Night Rally which will take place on 18th/19th October. This is a closed event starting from Ascot. . . . Regs. will shortly be available for **The Oxford M.C.'s** Boanerges Rally. The invited clubs are Hants and Berks, London M.C., Cirencester, Thames Estuary, Chiltern, Singer Owners, Southsea, M.G. (Continued on page 448)

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ACECA-BRISTOL, 1956, rouge irise with grey interior, high compression head, disc brakes, "X" tyres, twin flamethrowers, radio, heater. Just completed extensive engine overhaul. Tester at well-known garage reported, "This is a very, very fast car". Offered for sale and open to sensible offers.—Pickering, "Lotus", Hardwick Close, Oxshott 2692.

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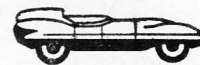
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(continued overleaf)

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Club News—continued

(S.W. Centre), Worcester and Oxford University Motor Drivers' Club. . . . **The Cemian M.C.'s** 18th Chiltern Rally will take place on 18th October, starting from the White Hart Hotel, Beaconsfield, at 3 p.m. . . . **The Allard O.C.'s** Harleyford hill-climb will be run on 5th October. . . . Regs. for the **West Essex C.C.'s** Stapleford hill-climb (which will take place on 12th October) may be had from J. M. A. Edmonson, 160 Hermon Hill, South Woodford, London, E.18. . . . The following clubs have been invited to enter the **Leeds University Union M.C.'s** 8th Annual Night Rally, to be held on 8th/9th November: Airedale and Pennine M.C.C., Bolton-le-Moors C.C., B.A.R.C. (N.E. and N.W.), B.R.S.C.C., Chester M.C.C., Combined Universities M.C., De Lacy M.C. of Pontefract, Darlington and D.M.C., Huddersfield M.C., Ilkley and D.M.C., Knowlale C.C., Lancashire and Cheshire C.C., Liverpool M.C., North Midland M.C., North Staffs M.C., Rotherham and D.M.C., Riley M.C. (N.E.), Sheffield and Hallamshire M.C., Yorkshire S.C.C. There will be two starting points—Ringways Road House, Whitehall Road, Leeds 12, and Edward Bullough, Ltd., Manchester Road, Bolton. Entries close 27th October and regs. may be had from John Utley, Leeds University Union, University Road, Leeds 2.

ROMFORD ENTHUSIASTS SEPTEMBER SPRINT AT SNETTERTON

FAVOURED with a sunny day and little wind, a record entry of 75 provided an excellent day's sport for the spectators at Snetterton on 14th September. The fine weather contributed to an incident-free day despite the fast times generally recorded.

The course was that used on previous occasions comprising three-quarters of a mile with a start from the Home Straight through the Esses and Coram Curve to a finish at the Pits. Practice gave promise of close battles developing in almost every class and it was noticeable that many drivers were substantially improving on their times at the Whitsun meeting.

After a short lunch break, the official runs commenced promptly at 2.30, the Club's President, Mr. R. Hutchinson, being first man up the course in his Prefect which recorded 41.25 to take the Standard Saloon class. The Modified Saloons (up to 1,300 c.c.) produced the usual flock of Fords, Austin A35s and Morris Minors and after the second runs K. Harris (Ford Anglia) rather comfortably won with 37.58, nearly two seconds faster than anyone else. M.G. Magnettes contested the next class with the honours going to A. Marshall whose very smart and well-known Rally and Concours car covered the course in 39.53, the Club's Chairman (Mr. R. Ager) having to be content with second place for once. The large saloons, and particularly the very well driven Mk. VIII Jaguar of R. Romain, performed wonders in negotiating the Esses at a fantastic rate of knots, and the crowd loved it all. Unfortunately, Sammy Rees's s/c Zodiac was not in the best of health and refused to run on more than about four cylinders at any one time.

Sports Cars and Grand Touring Cars followed and the up to 1,300 c.c. class was very well supported—V. Clark in his fast M.G. TC deservedly won, his 35.70 just pipping an Obee Turner (K. Obee) special which motored to the tune of 35.97.

Next we had an electrifying run by P. Bradley whose Morgan Plus 4 flashed up the course in 33.43, a very fast time indeed and the fastest of the day at that time. He won his class fairly easily.

Over 2,000 c.c. and A. Woodward's Lea-Francis Special managed to hold off the challenge of an XK 120 driven by G. Millbank.

We now came to Sports Cars (Any Trim) with special classes for 750 and 1172 Formula cars and whilst the former was poorly supported with fastest time going to P. Smyth in 40.57, the latter class produced a number of Lotuses which turned on the heat. R. Staples (Mk. XI) with 33.23 just getting the better of B. Hart on a Mk. VII at 33.40. Following came the 1,100 c.c. class and another fine run by B. Spicer in his Cooper-Climax (33.15). The up to 2,000 c.c. class had several non-starters but J. Tennant in a Lotus Mk. XI really pulled out the stops and his 32.77 was good enough for the class, and R. Gregory-Brain in the same car proved it was no fluke with 32.88 secs. A. Woodward's Lea-Francis reappeared to take the over 2,000 c.c. class with 33.74 secs.


Finally to the *Formule Libre* from which class B.T.D. usually comes and once again it proved to be so, but not without the closest possible struggle between B. Spicer whose extremely potent Cooper-Climax did 32.24, J. Tennant (Lotus Mk. XI) 32.33, with R. Gregory-Brain 33.52. So the honour of B.T.D. went to B. Spicer by a small margin but it must be added that John Tennant's four runs were a model of consistency and it was fitting he should be runner-up.

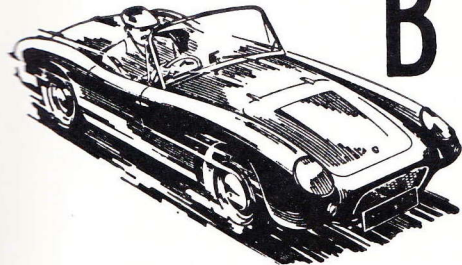
Results

Class A: R. Hutchinson (Ford Prefect), 41.25 s. **Class D:** K. Harris (Ford Anglia), 37.58 s. **Class E:** A. Marshall (M.G. Magnette), 39.53 s. **Class F:** R. Romain (Jaguar Mk. VIII), 36.10 s. **Class G:** V. Clark (M.G. TC), 35.70 s. **Class H:** P. Bradley (Morgan Plus 4), 33.43 s. **Class I:** A. Woodward (Lea-Francis Spl.), 33.56 s. **Class L:** R. Staples (Lotus Mk. XI), 33.23 s. **Class M:** B. Spicer (Cooper-Climax), 33.15 s. **Class N:** J. Tennant (Lotus Mk. XI), 32.77 s. **Class O:** A. Woodward (Lea-Francis Spl.), 33.74 s. **Formule Libre:** 1, B. Spicer (Cooper-Climax), 32.24 s., B.T.D.; 2, J. Tennant (Lotus Mk. XI), 32.33 s.

COUNTY C.C.

THE recently formed County C.C. (Derbyshire) got off to a flying start with its Rallye Extra-Fantastique on 21st September. The event was a mixture of road rally and treasure hunt, with the honours going to the Rose family who finished 1-2-3, in the order A., T. and R. T. Rose won, because he produced a length of wood fully 10 ft. 6 ins. longer than anyone else. Finish was at the New Inns Hotel, Alsop-en-le-Dale, near Ashbourne. Results were announced in the new Motor Bar, presided over by John Davis. The rally was organized by Antony Gather. The club's chairman is Nicholas Green, John Dalton is competitions secretary, secretary is Alan Barton and first hon. member, Reg Parnell.

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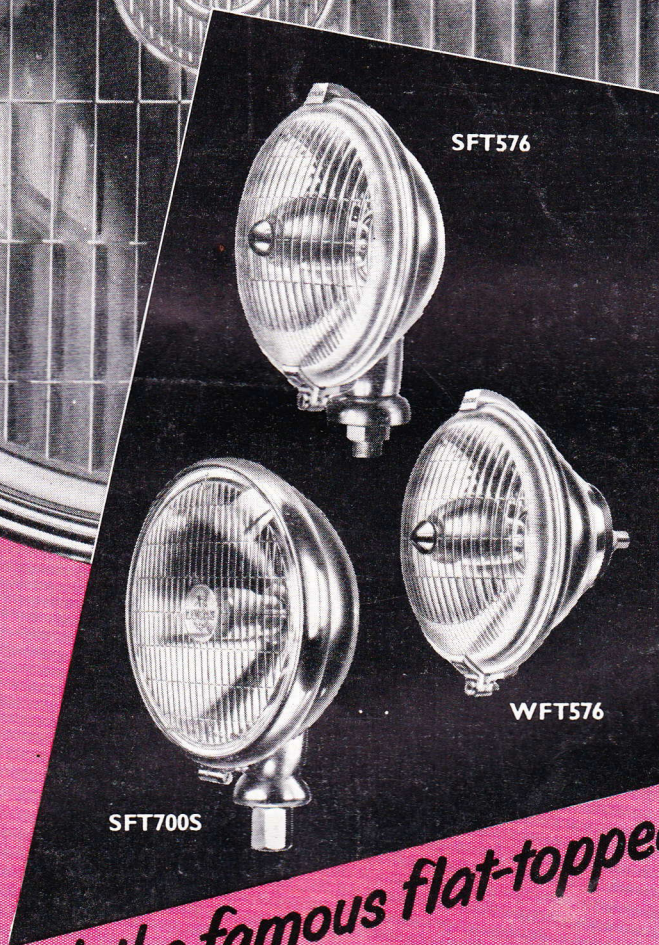
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