

AUTOSPORT

OCTOBER 17, 1958

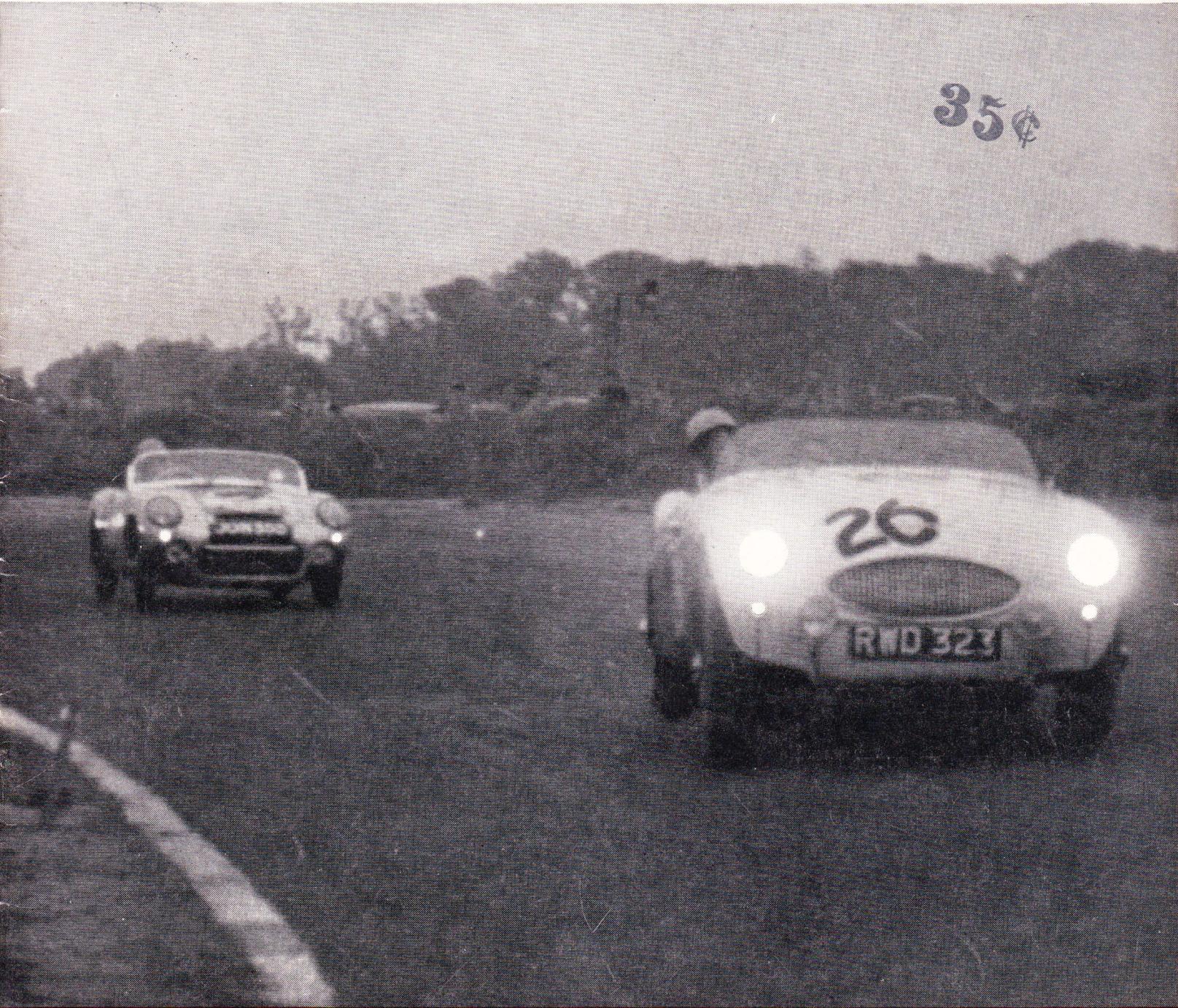
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EVERY FRIDAY
Vol. 17 No. 16

BRITAIN'S MOTOR SPORTING WEEKLY

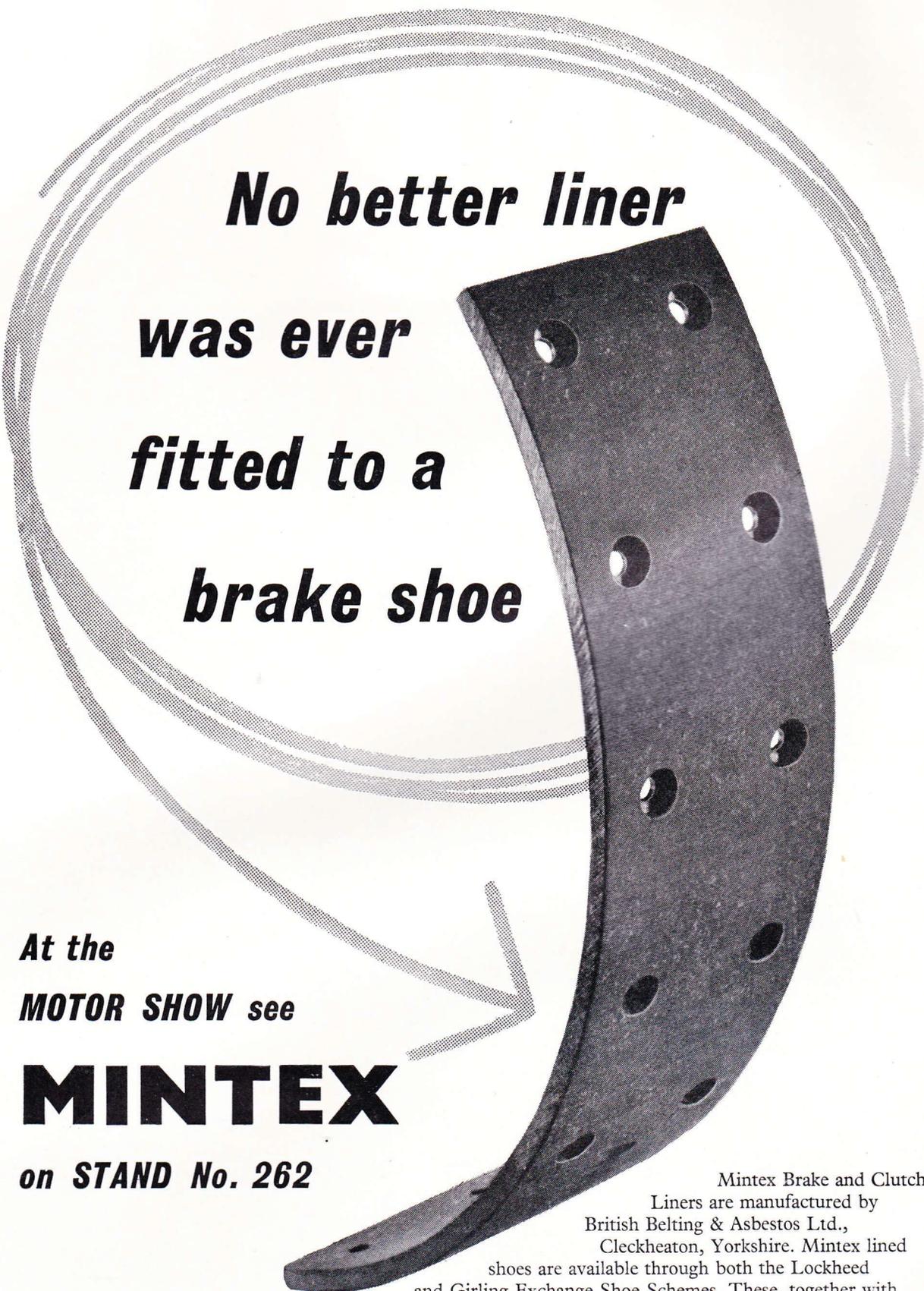
Registered at the G.P.O. as a Newspaper

35¢



IN THIS ISSUE

SNETTERTON "THREE HOURS" RACE—FULL REPORT AND PICTURES : SPOTLIGHT ON THE
SUNBEAM RAPIER : TEST DAY AT MONTLHÉRY : SEASON CLOSES AT OULTON PARK



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was ever
fitted to a
brake shoe***

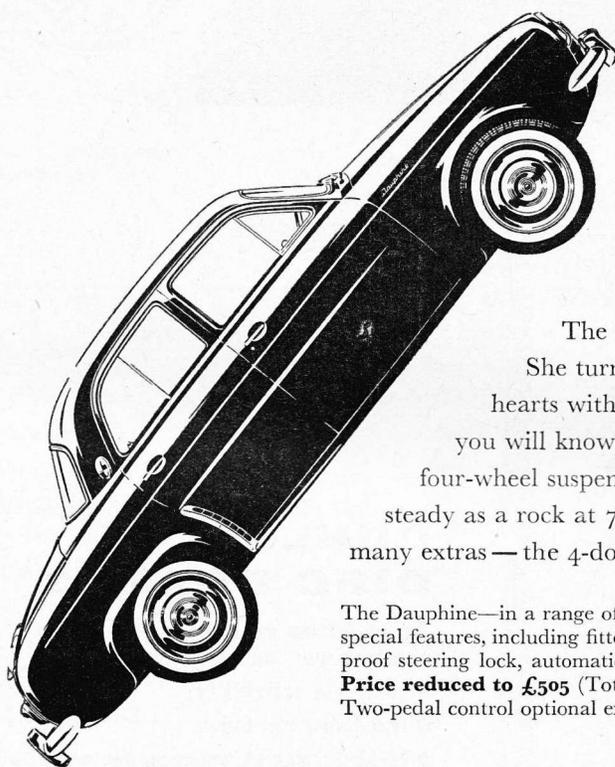
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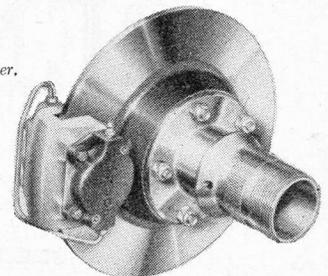
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 17 No. 16

October 17, 1958

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EDITORIAL

THE TRIUMPHANT TURNERS

THE remarkable record achieved this season for consistency by the Turners was never better illustrated than in last Saturday's Three Hours Race at Snetterton for the AUTOSPORT Series-Production Sports Car Championship, 1958. To J. P. Baldam went the Championship Trophy, runner-up was Austen Nurse, whilst B. A. M. Gilbert won the 1,000 c.c. class. In addition, to the Turner team went the AUTOSPORT Team Challenge Trophy. So Jack Turner's wonderful little B.M.C.-powered cars can truly be said to have swept the board. It was not a day for the favourites; the unfortunate Dick Stoop split his petrol tank just before the start; Ian Walker's Elite was delayed by electrical trouble, whilst Dick Protheroe's Austin-Healey had to be pushed over the line on three wheels. However, he still managed to take third place, ahead of K. W. Mackenzie's M.G.A. Peter Gammon (Elva Courier) won the 1,600 c.c. category, and Ian Walker the 1,200 c.c. class. The over 1,600 c.c. section was won by Mike Bond in his veteran T.T. Replica Frazer-Nash, a really fine performance! It was still a successful outing for Colin Chapman; John Lawry (Elite) won the "Three Hours" outright, and Graham Hill's 2-litre took the honours in the sports-racing event. Again, the Snetterton M.R.C. must be congratulating themselves on the unqualified success of the special-series and G.T. "One Hour", brilliantly won by Tommy Sopwith (3.4 Jaguar), after a strong challenge from the very fast Austin-Healeys of Jack Sears and David Shale. R. F. North (Triumph TR2) took the honours in the 2-litre class, after a tremendous battle with Brightman's A.C. Aceca, but Alan Foster in Dick Jacob's M.G.A "Twin-Cam" defeated the three Porsches.

WORLD CHAMPIONSHIP

CASABLANCA on Sunday settles the destination of the 1958 World's Championship, with Scuderia Ferrari going all-out to prevent Stirling Moss's Vanwall from taking the honours. The eyes of the entire racing world will be on North Africa, where Moss has an outside chance of wresting the coveted title from the favourite, Mike Hawthorn. It is an outside chance, for all Ferrari have to do is to ensure that Stirling does not make fastest lap, whilst Moss not only has to do this, but win the race itself, and make certain that Hawthorn does not finish higher than third. The contest will require team strategy of the highest order, with B.R.M. the most likely to upset the schemes of both Maranello and Acton. Whatever the outcome of the Championship struggle, the Owen cars are definitely due for a win, and it would be a wonderful wind-up to one of the most exciting seasons of Grand Prix racing there has ever been, were the B.R.M.s to achieve victory!

OUR COVER PICTURE

LIGHTS ON: As darkness falls on the "Three Hours" race, one by one the lights appear on the circuit. Here Dick Protheroe in his Austin-Healey 100S leads the tiny 500 c.c. Berkeley of Jon Goddard-Watts.

Photo: George Phillips

SPORTS NEWS

MONTE CARLO RALLY

BRITAIN'S quota of entries for the Monte Carlo Rally numbers 95 for the 1959 event. Latest date for entry applications is 8th November: national clubs must make their selection by 10th November and the closing date for completed, accepted entries is 24th.

Special Series G.T. cars and sports cars will not be admitted this year, categories 1-5 only being used. Classes will run in each category as follows: up to 1,000 c.c.; 1,001-1,300 c.c.; 1,301-2,000 c.c.; and over 2,000 c.c.

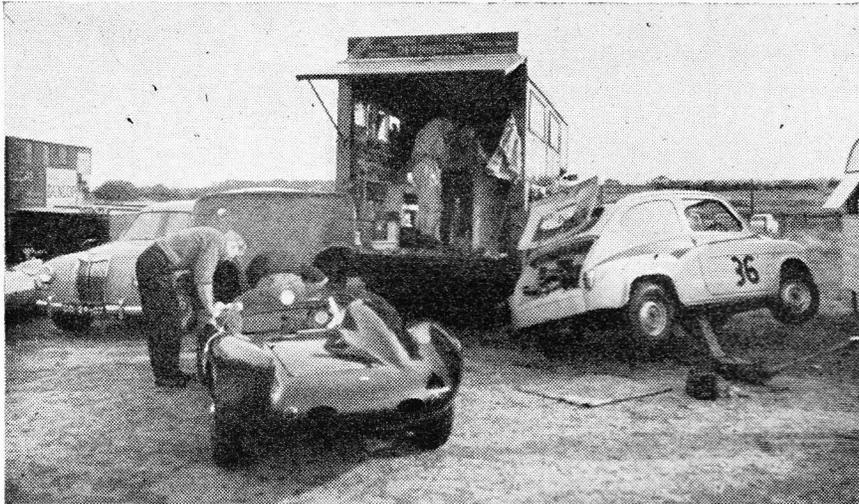
Time controls will be imposed at Dover and Boulogne this time and, as before, the maximum permitted lateness (over *scheduled* time) will be one hour. The 60 k.p.h. general average will be retained, and Michelin maps are recommended for the whole route.

It is now clear that up to four persons may be carried in each car, but only two F.A.I.-licensed drivers may be nominated for awards or for the European Rally Championship.

BRYN LEWIS, formerly of "Tyresoles", has been appointed Sales Manager of the John Bull Rubber Co., Ltd.—Tyre Division—part of the Dunlop Group.



NEW LADY CHAMPIONS: A toast!—for Pat Moss and Ann Wisdom, who, subject to ratification, have been announced by the F.I.A. as the joint European Ladies Champions for 1958. Pat and Ann have driven exclusively for B.M.C., and in a year of many successes, undoubtedly their greatest achievement was their fourth place overall in the very difficult Marathon de la Route, in which they drove an Austin-Healey 100-Six.



PETER GAMMON would like to express his sincere thanks to the owner of a Morris Minor who kindly lent him a half shaft during the Three Hours AUTOSPORT Trophy Race at Snetterton on the 11th October. Peter was leading his class when the half shaft broke, but through this kind gesture he was able to continue although losing his leading position.

JEAN BEHRA was among four drivers of NSU Prinz, who were disqualified after a race on the short Nürburgring South Circuit on 5th October. It appears that the cars were so fast, taking the first four places, that examination of the cars by the scrutineers was demanded, but due to a great deal of confusion after the race, and apparently through no fault of NSU, this was not done, with the above result. The other drivers were Barth, Herz and Mahle.

★
BUSY SCENE in the paddock at Snetterton before the "Three Hours" last Saturday (above) around the Derrington service wagon.

★
LAST FLAG (right): In the saloon car race, Tommy Sopwith took the chequered flag for the last time, for he is now retiring from racing.



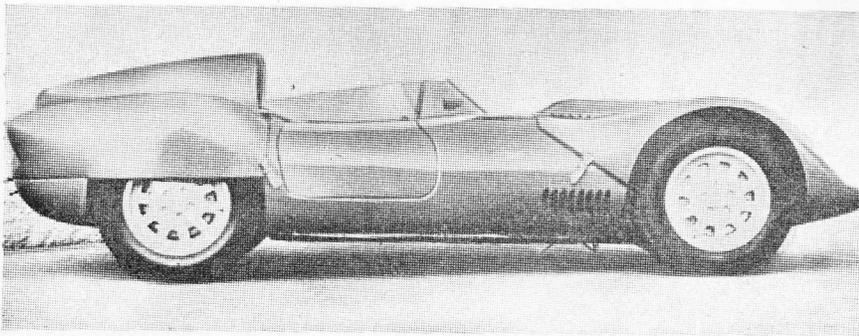
AUSTRALIAN T.T.

THE Australian 100-mile Tourist Trophy race held at Bathurst recently, was won at record speed by David McKay, in his Aston Martin DB3S. Derek Jolly, in a 1½-litre ex-works Lotus Fifteen, finished second and K. Philips (Cooper-Jaguar) was third.

RIVERSIDE GRAND PRIX

THE Sports Car Grand Prix held at Riverside, California, last weekend proved to be yet another victory for Lance Reventlow's Scarab. Driven by Chuck Daigh the car averaged 88.8 m.p.h. for the 200 miles after a fierce duel with Phil Hill in a 4.1 Ferrari. Hill's car couldn't stand the pace though and had to retire.

Britain was represented in the finishers list by Roy Salvadori in the DBR1 Aston Martin. He could do no better than finish in sixth place. After refusing



NEW FROM OSCA. This Lotus-inspired 1,500 c.c. sports-racing car is the latest creation of the Maserati brothers and is a direct descendant of the 750 c.c. car that won the Index of Performance at Le Mans this year.
Photo: Auto-Italiana

to enter the sports car event at the British G.P. meeting at Silverstone unless the 3-litre capacity limit were enforced, Feltham's policy in entering a car at Riverside seems hard to follow.

Jean Behra in an RSK Porsche finished fourth after a fine drive. A record crowd of 75,000 watched the race. A full, illustrated report of the race will appear in a future edition.

Results

1, Chuck Daigh (5.5 Scarab), 88.8 m.p.h.; 2, Dan Gurney (4.9 Ferrari); 3, Bill Krause (3.8 D-type Jaguar); 4, Jean Behra (1.5 Porsche RSK); 5, Richie Ginther (3.0 Ferrari); 6, Roy Salvadori (3.0 Aston Martin DBR1).

NAYLOR WINS IN AUSTRIA

BRIAN NAYLOR went straight from the North Staffs M.C. Silverstone meeting the other weekend, to Innsbruck in Austria for an international race meeting there. Driving his J.B.W.-Maserati, he beat a substantial works Porsche entry to win the main event and set up a new lap record.

From Innsbruck, Naylor travelled to Modena, to see both the Maserati and Ferrari concerns with a view to choosing a new and more potent engine for his remarkably successful "home-built" sports racing car.

BARON CHARLES PETTIET

AUTOSPORT regrets to record the death of the Baron Charles Pettiet. He was a designer of advanced engines in the early 1900s, and after World War I he became president of the Aries Company, when their cars were prominent at Le Mans. He was the president of the French equivalent of the S.M.M.T. for many years, and always made the presidential speech before the Salon. Finally, he became the president of the international association of the various motor industries.

To his brother, Henri Pettiet, who is well known to many of our readers, we extend our deepest sympathy.

JOHN V. BOLSTER.

B.R.S.C.C. SALOON CAR CHAMPIONSHIP

FOLLOWING the success of this year's championship, the British Racing and Sports Car Club will again be organizing this competition for the Bonneville Trophy presented by the British Motor Corporation, in 1959.

In order to bring the championship into line with International racing, it has been decided that next year it will be run in accordance with Appendix "J" to the International Sporting Code, Category I, Group Three—Special Touring Cars, and capacity classes will also be modified to conform with Appendix "J".

It is felt that by adopting these regula-

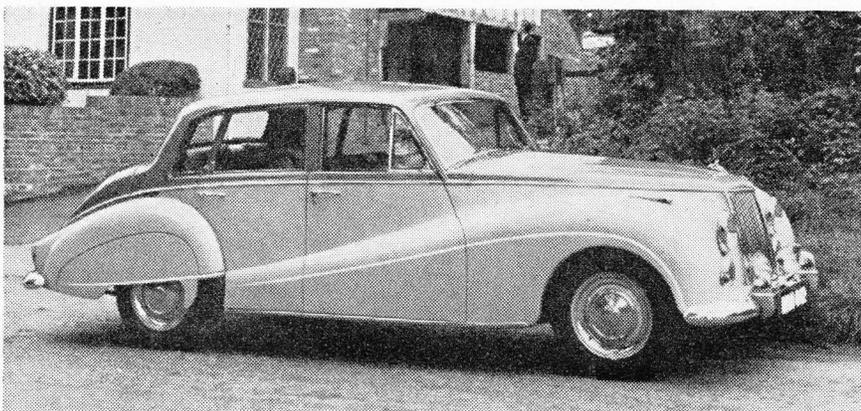
★

A SCHOOL WE WOULDNT MIND ATTENDING. If we had the money! Jim Russell's pupils set this caravan up (right) at Snetterton on Saturday unbeknown to Jim.

★



STAR SAPPHIRE. Latest addition to the Armstrong range is the Star Sapphire (below). It has a new 4-litre engine, power steering, automatic transmission and disc brakes on the front wheels.



(iv) 2,000 c.c. to 3,000 c.c.; (v) 3,000 c.c. to 5,000 c.c.; and (vi) 5,000 c.c. to 8,000 c.c.

Points will be scored by competitors at all National Open and International race meetings held in Great Britain during the 1959 season, and a complete list of these will be published as soon as the various dates have been confirmed. Complete regulations will be available later.

B.R.S.C.C., 1958

National Saloon Car Championship

Overall Result: 1, J. G. Sears (Austin A105); 2, T. Sopwith (Jaguar 3.4); 3, J. Sprinzel (Austin A35); 4, G. C. Shepherd (Austin A35); 5, A. T. Foster (M.G. Magnette); 6, J. M. Uren (Ford Zephyr).

Class Results: **Class A—Up to 1,200 c.c.:** 1, J. Sprinzel (Austin A35), 47 pts.; 2, G. C. Shepherd (Austin A35), 41; 3, F. W. Marriott (Morris 1000), 14. **Class B—1,201-1,600 c.c.:** 1, A. T. Foster (M.G. Magnette), 40; 2, L. Leston (Riley 1.5), 23; 3, T. Bridger (Borgward Isabella), 21. **Class C—1,601-2,700 c.c.:** 1, J. G. Sears (Austin A105), 48; 2, J. M. Uren (Ford Zephyr), 36; 3, D. Haynes (Ford Zephyr), 14. **Class D—Over 2,700 c.c.:** 1, T. Sopwith (Jaguar 3.4), 48; 2, Sir G. Baillie (Jaguar 3.4), 27; 3, D. Parker (Jensen 541), 14.

THE SHOW'S THE THING!

High Performance on Parade at Earls Court next week

ON Wednesday, 22nd October, the Earls Court Motor Exhibition opens its doors. It will be a show reporting steady progress rather than the development of novel designs, for Great Britain's motor industry is on parade, lining its products up for potential customers to study, and to compare them with those of other countries. High-performance machines will be there in abundance, with road speeds of over 140 m.p.h. available as, for example, the new 3.7-litre Aston Martin DB4.

Within the past few years an immense export business has been built up in sporting and high-performance cars, with British manufacturers having a

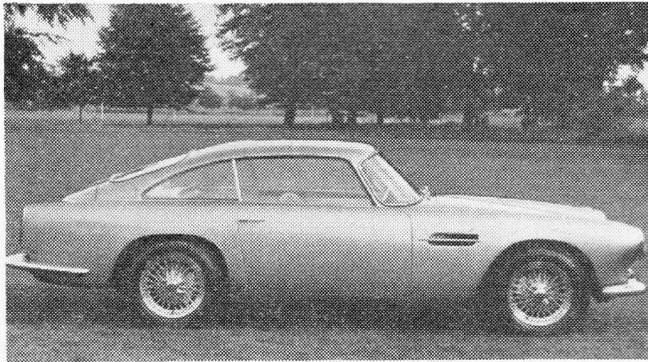
major share of this important aspect of economic life. Motoring sport has played a vital role in the development of this market, resulting in vehicles with a performance which can be used to the full with the maximum of safety. Suspension, general roadholding, steering and, above all, braking, have been developed to a remarkable degree in a comparatively short space of time, largely due to experiences in motor racing and International rallies. The last-named have played a tremendously vital part in the general all-round improvement in normal touring cars, a fact that is generally admitted by big manufacturers such as B.M.C., Ford, Rootes and Standard-

Triumph, whose products are selling in large numbers all over the world.

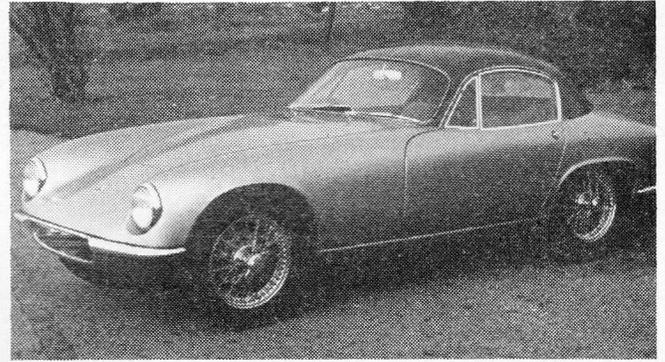
Although the four mentioned are recognized as being somewhat conservative as regards their production vehicles, there is very little that does not go on in their development sections. If and when new designs are considered necessary they will be released, but in the meantime efforts are concentrated on continually improving existing passenger vehicles. Radical alterations and startling new models are all very well, but when companies are committed to millions of pounds in tooling up, they are naturally reluctant to spend additional large sums before recouping the original outlay. That is why novelties are usually introduced by the smaller concerns, whose directors do not have the same duty to the shareholder's as do the very large public companies.

Nevertheless Earls Court will have several extremely interesting machines. For example, the Farina-styled Austin

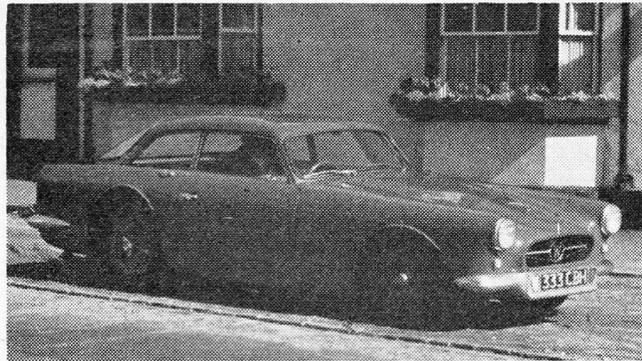
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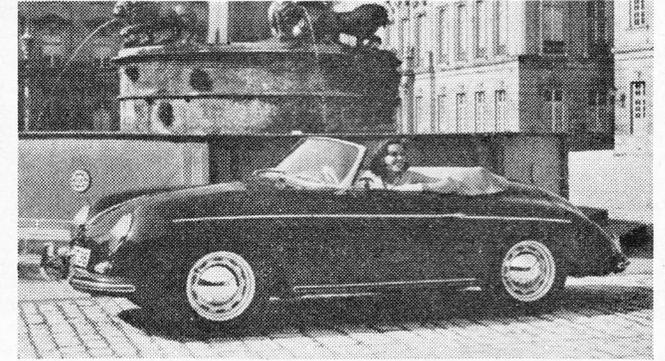
Aston Martin—Stupendous performance from the new DB4.



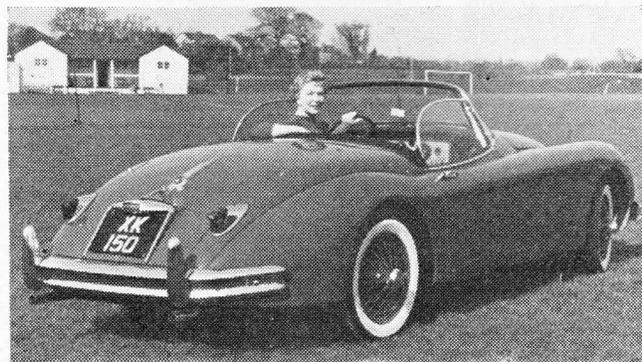
Lotus—The advanced Climax-powered Elite, now in production.



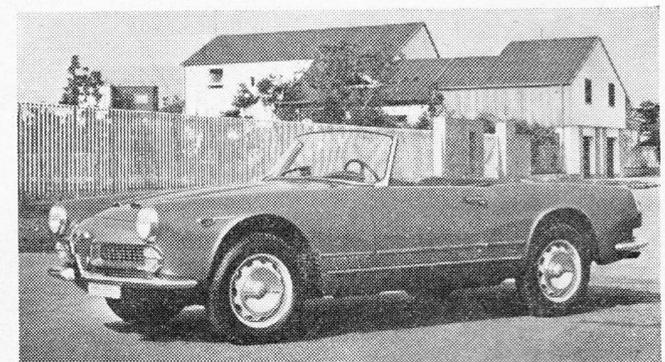
Peerless—A new Triumph-powered fibreglass four-seater.



Porsche—The latest drop-head, with detail improvements.



Jaguar—The XK150S is now available in the home market.



Alfa Romeo—New addition to the range is the 2000 Spider.



Journée d'Essais

LINE UP of products of the French motor industry, in front of the pits at Montlhéry, just outside Paris. The banked section of the circuit can be seen in the distance.

QUITE one of the most enjoyable events I know is the annual test day at Montlhéry. There one has a circuit of 12½ kms., including every sort of corner, bumps, hills, and even a section of the banked track. The organization is beyond reproach, a most excellent lunch in a marquee being laid on gratis. All the cars of the French motor industry are there to be sampled, and one may learn a great deal about them in only one day.

I arrived early, before "the crowd" had appeared, and instantly made for the Alpine, which I knew would be solidly booked later on. The Alpine is my idea of fun on wheels, and though I am very familiar with the car, I enjoyed every moment of the run. The fibreglass coupé has lovely lines and an exceptional finish, and the Renault engine is given every chance by a five-speed gearbox. This box has been improved, and now runs really quietly on all gears. There is no synchromesh, but all the changes are easy. Some oversteer was noticed, but the little car is controllable to an astonishing degree.

JOHN BOLSTER samples a variety of French cars at Montlhéry, on the Paris Motor Show Test Day

Next, I carried out an interesting comparison. There are three large French cars of very similar size, built by Simca, Citroën, and Renault respectively. I had already covered many miles in all of them, but it was instructive to try them on the same circuit, one after the other.

The Simca I chose was the Chambord, with "Rushmatic" transmission. It has a V8 engine of 2,351 c.c., giving 84 b.h.p. at 4,800 r.p.m., and a weight of 1,200 kg. The Citroën was the ID 19, of 1,911 c.c. It produces 66 b.h.p. at 4,000 r.p.m. and weighs 1,095 kg. The Renault was the Frégate of 2,141 c.c., with an output of 77 b.h.p. at 4,000 r.p.m. Its weight is 1,260 kg., and by the way 1,000 kg. equals 2,200 lbs.

The Chambord has Ford-type front suspension and semi-elliptic springs behind. The other two have independent suspension all round, the Citroën having an elaborate hydro-pneumatic system

and front wheel drive. As to performance, the Chambord is a genuine 90 m.p.h. car, the ID 19 achieves about 87 m.p.h., and the Frégate travels at around 85 m.p.h. The two latter cars are phenomenally economical for full six-seaters, both attaining about 26 m.p.g. when driven hard under French road conditions, but the Chambord, being a side-valve, is perhaps 10 per cent thirstier.

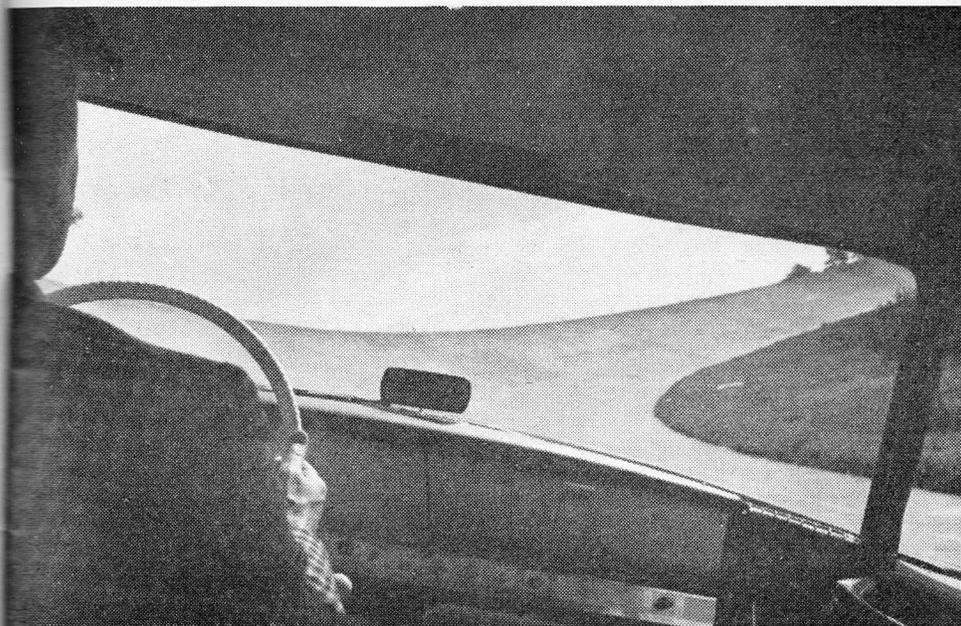
On the circuit, the Chambord handled well, with light steering, and the ride was fairly hard. The Rushmatic transmission consists of a Laycock-de Normanville overdrive with special controls. In the "Rush" position, the car holds direct drive up to more than 60 m.p.h., and then applies the overdrive, a change back to direct occurring if the speed is reduced. In the other position, the overdrive may be engaged at quite low speeds, coloured lights indicating which ratio is in use, and the change being secured by press buttons.

A "low" final drive is employed, which makes the car very lively, and the overdrive gives easy cruising. This arrangement suits the engine particularly well, as it tends to be a little "busy" at high revolutions. The Chambord is a good, straightforward car with a vivid performance, having American rather than Continental styling.

The Citroën ID 19 has not the servo brakes and steering of the DS 19, nor its semi-automatic transmission. The brakes require high pedal pressure but are powerful, and the front discs smell somewhat on occasion. The steering needs a fair but not unreasonable effort, and the car corners well. The suspension is far and away the best that I have ever experienced round the bumpy banking, but at a sudden violent dip in the road it failed dismally, and I had to scrape George Phillips off the roof. The engine is much smoother than that

(Continued on page 491).

HEELED well over, John Bolster takes the ID 19 Citroën around the high-speed banking. The test course included the long road circuit as well.



WORK: High in the Alps a works Mk. II Rapier is urged over the appalling surface of a mountain pass during the Alpine Rally.

two-door tourer of great refinement, which, in Peter Harper's hands, repeated the achievements of the 2-litre cars driven by Moss, Hawthorn, Murray-Frame and Co., by winning a Coupe des Alpes in the "Alpine".

I completed nearly 3,000 miles on the Continent with a Mark II, which has been a revelation as regards comfort and all-round performance. It has been stated that the Rapier has only occasional seats at the rear, but in my opinion this is sheer nonsense. The Rapier I used was driven "five-up", with two teenagers and a small daughter in the back, and my wife in the passenger's seat. In addition, there was a tremendous amount of luggage, some of which had to be transported on a roof rack; things like

● SPOTLIGHT ON THE

SUNBEAM RAPIER Mk. II

Long-Distance Road Test of Competitions-Developed Quality Car

ALTHOUGH the Sunbeam Rapier is a comparatively recent vehicle, it is one with a long pedigree, and its development can be traced back to 1934 when the Hillman Aero Minx was introduced. This fine little car can be said to have been the prototype for subsequent quality-built light cars for which the Rootes Group has become renowned throughout the world. The Aero Minx inspired the Talbot Ten, which was re-named Sunbeam-Talbot in 1938, the engine being a side-valve of 1,185 c.c. (63 x 95 mm.). Then followed the post-war o.h.v. "80", which replaced the Ten (also 1,185 c.c.), and the "90" with its 1,994 c.c. engine.

In the subsequent development of the Sunbeam-Talbots, the name of Norman Garrad is prominent. By means of his stringent policy as regards competitions, the results were made available to the Rootes technicians. In addition, as successes began to become more and more numerous in International rallies, considerable publicity was given to the marque. After the open "Alpine" came the Mark III, the most highly developed form of the well-tried "90". It will be recalled that a perfectly standard model, driven by Norwegian private owners, won the Monte Carlo Rally outright in 1956.

However, the need for standardization tended to make the Mark III uneconomical, its production requiring an entirely separate assembly line from other Rootes products. Once again began the association with the Minx, for it was decided to utilize body pressings and so on for an entirely new Sunbeam (the Talbot part had since been dropped), and incorporate the main mechanical components. The aim was to produce yet another quality-built light car, the performance and general road-behaviour of which would practically bring it into the Grand Touring category. Once again Sir William and Sir Reginald Rootes placed their faith in Garrad, and a competitions programme was drawn up. It should be realized that Rootes, at that

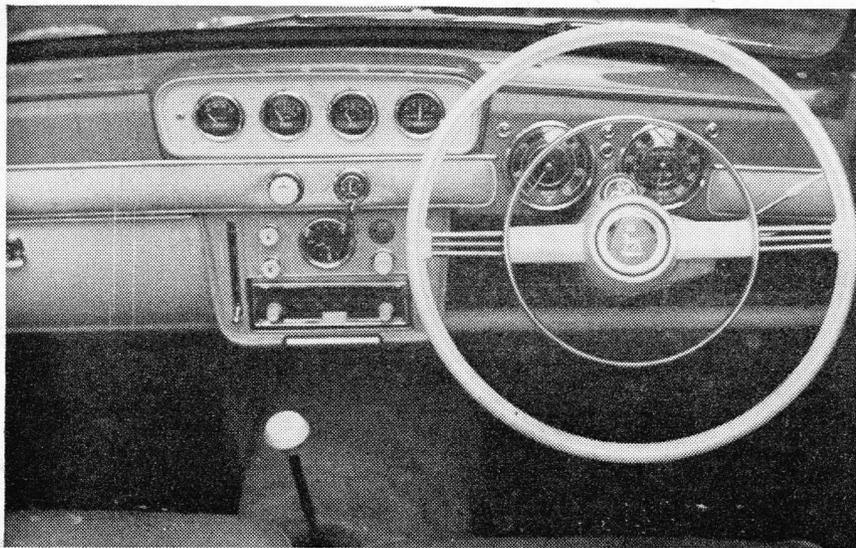


PLAY: The editorial Rapier on a somewhat less arduous trip, namely, a Continental holiday this year. Note the amount of extra luggage on the roof rack.

time, had no separate competitions organization, Garrad's efforts being made as part of the normal development side of the concern. Changes are being made at the present time, giving the experienced Garrad more scope than he has had hitherto.

It was the competitions side which finally convinced Rootes that engine size would benefit immeasurably from an increase from 1,200 c.c. to 1½ litres, and that many of the modifications completed for the successful 1956 Mille Miglia cars could be incorporated. Thus was born the present-day Rapier Mark II, a

under water swimming gear and all the paraphernalia required for a Continental trip. This was, of course, gross overloading, but at no time did the Rapier feel that it was carrying more than it was capable of doing. Despite long distances of up to 1,000 kilometres in one day, none of us experienced fatigue. The car was a delight to drive, the sole criticisms being a tendency to tyre squeal (tubeless tyres were fitted), and a rather low second gear ratio giving quite a gap between it and "third". Rootes maintain that for the export market the Rapier is virtually a three-speed machine, and that



although some people would prefer slightly stiffer suspension. People tell me that the Rapier is inclined to roll at corners, but this was not apparent from the driving seat. All I can say is that Peter Harper and Co. could not possibly have registered their rally successes with a car which is fundamentally a "rock an' roller". One cannot expect a vehicle, which is primarily a luxury touring car, to respond 100 per cent. to being ilung round corners like a sports-racing machine. In point of fact, the main source of this criticism has come from non-owners, the majority of whom may have never even sat in a Mark II Rapier!

All-round performance is admirable, and for speed and acceleration tests the roof-rack was removed. The only preparation was to increase tyre pressure by 4 lbs. per sq. in. and check oil level (none required). Maximum speed in the direct top gear was just over 85 m.p.h.—the rev. counter showing 5,600 r.p.m. The highest reading obtained in overdrive was 4,500 r.p.m., mean speed (opposite direc-

in U.S.A. and Canada, in particular, bottom gear is seldom, if ever, used. Presumably that is why it is indicated as "emergency", instead of the normal "1st".

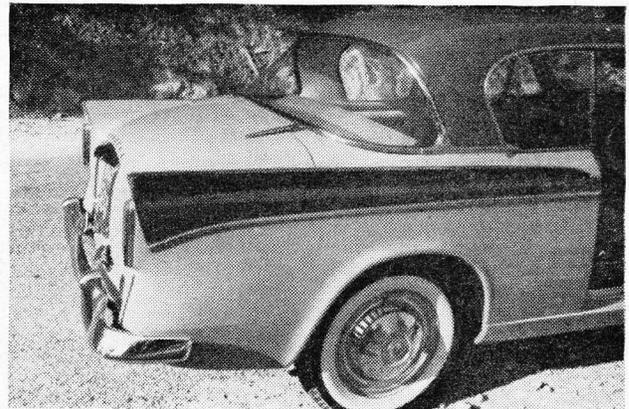
Nevertheless, on Alpine roads a higher second gear would be a decided advantage, and I am certain that is why quite a few of the actual rally cars have been fitted with overdrive on this ratio, in addition to the two higher gears.

Now, a word about the Laycock-de Normanville overdrive. I have heard it said many times that there is little advantage in using this unit on cars of 1,500 c.c. and under. However, I discovered that the overdrive provided really effortless cruising on main highways, the engine scarcely seeming to work at all. As a result, the car is extremely economical, over 30 m.p.g. being the rule rather than the exception. The extra ratio also makes for fast and safe cornering, because one gets into the habit of using direct top as a sort of third gear when changing down for sweeping bends. I suppose it is largely psychological, for I am certain that without overdrive, one would merely change down to third.

The brakes are extremely good, and no fade was experienced at any time, even during fast descents of the numerous passes having to be traversed owing to the closure of the Simplon. The excellent all-round visibility is a decided asset when negotiating those sharp hairpins which abound in the Alps. The large window area makes for a very bright interior, and for parking in confined spaces I am thoroughly sold on the small tail fins; they make just that extra difference when edging backwards into the smallest possible spaces, using them as length indicators.

Taking it by and large, equipment and finish is of the highest possible order. It is surely one of the easiest of all modern cars to keep clean, and the paintwork never seems to collect the unsightly stains which often appear on vehicles in a similar price category. Doors shut with a most expensive-sounding "plonk"—and remain shut; windows wind up and down with no sign of stickiness; all instruments work perfectly, the heater is ultra-efficient (as is the ventilating system), seating borders on the luxurious, and the windscreen wipers describe a satisfactorily large arc without leaving almost opaque globules behind. However, one thing did come adrift, namely the gear-lever

★
FUNCTIONAL.
The dashboard layout (above) is sensible with the main instruments in front of the driver. The tail fins are extremely useful when reversing and the rear window gives excellent vision.

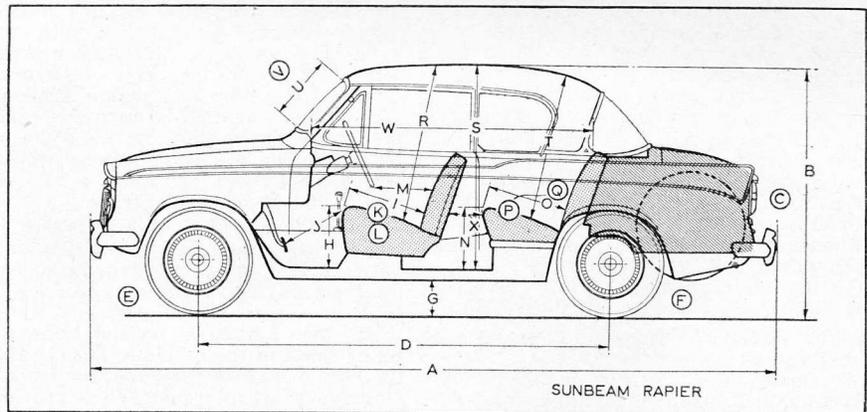


★
knob, which I feel should be modified to a screw-in type. Incidentally, the floor-change is admirable, and in direct contrast to an earlier car from the same concern, the column-change of which was definitely of the disentangling knitting needles pattern.

It is difficult to criticize the car,

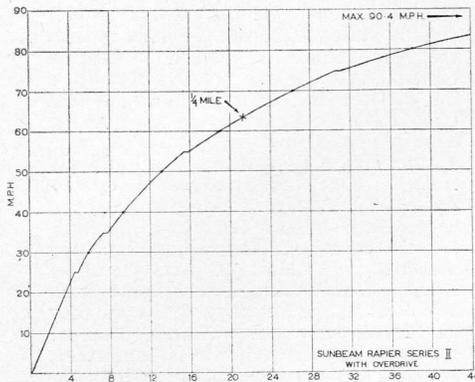
tions) working out at 90.4 m.p.h. In the indirect gears, valve-crash occurred at just on 6,000 r.p.m., but again, this is 500 r.p.m. "in the red".

For 0-60 and 0-70 m.p.h. figures overdrive third was used, but the best times recorded from 0-80 m.p.h., and for the standing quarter-mile, were obtained



DIMENSIONS

- A** Overall length, 13 ft. 6½ ins.
- B** Overall height, 4 ft. 10 ins.
- C** Overall width, 5 ft.
- D** Wheelbase, 8 ft.
- E** Front track, 4 ft. 1 in.
- F** Rear track, 4 ft. ½ in.
- G** Ground clearance, 5½ ins.
- H** Height of front seat, 1 ft. 1½ ins.
- I** Depth of front seat, 1 ft. 8 ins.
- J** Pedals to seat cushion, 1 ft. 2½ ins. (min.), 1 ft. 6 ins. (max.).
- K** Width of seat cushion, 1 ft. ¾ ins.
- L** Overall width of front seats between arm rests, 4 ft. 3 ins.
- M** Steering wheel to seat squab, 1 ft. 1½ ins. (min.), 1 ft. 5½ ins. (max.).
- N** Height of rear seat, 1 ft. 3½ ins.
- O** Depth of rear seat, 1 ft. 7½ ins.
- P** Overall width of rear seat, 4 ft. 2 ins.
- Q** Width between arm rests, 3 ft. 7½ ins.
- R** Seat to roof (front), 3 ft. 4 ins.
- S** Maximum interior height, 3 ft. 10½ ins.
- T** Seat to roof (rear) 3 ft.
- U** Depth of windscreen, 1 ft. 3½ ins.
- V** Overall width of windscreen, 3 ft. 6½ ins.
- W** Maximum interior depth, 5 ft. 6 ins.
- X** Distance between front and rear seats, 5 ins. (min.), 8½ ins. (max.).



Acceleration Graph

Sunbeam Rapier—continued

going straight through the box, using emergency low up to just below 20 m.p.h.

Starting was usually first time, hot or cold, but I found that the engine was inclined to stall in traffic if too sudden pedal movement was employed. I feel that the key-starting system found on the Rapier should be made obligatory on all cars.

Luggage space is quite remarkable, the almost right-angled locker lid enabling suitcases of fairly large size to be carried; again, it is quite amazing what can be stowed after what would normally fill other boots of cars in the same class.

In conclusion I can state that the quality feel which the Rapier possesses

makes it a cut above the usual 1½-litre tourer, and that the competitions experience of the makers has been embodied to such an extent, that it has become one of the most likeable vehicles of its type in this, and any age.

GREGOR GRANT.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Sunbeam Rapier Series II (with overdrive). Price £737 10s. plus £370 2s. P.T. (£1,107 12s.).

Engine: Four cylinders, o.h.v. (pushrod). 79 mm. x 76.2 mm. (1,494 c.c.). 8.5 to 1 compression ratio, 68 b.h.p. at 5,200 r.p.m. Twin Zenith 36 WIP2 carburetters. A.C. mechanical fuel pump.

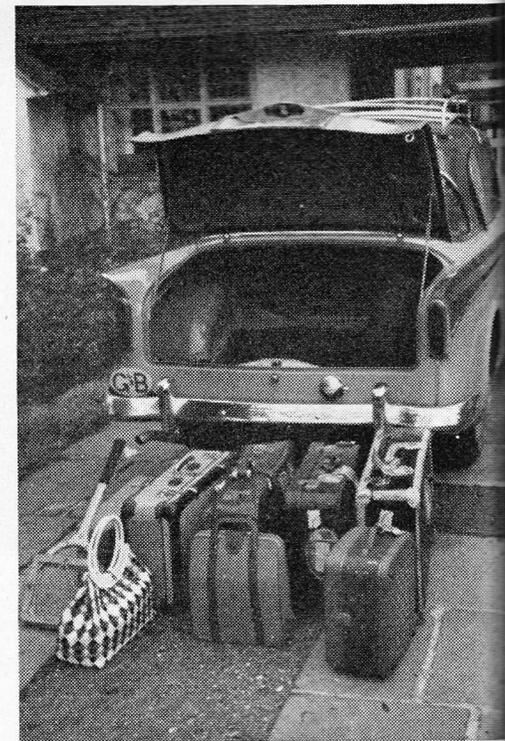
Transmission: Borg and Beck 8 ins. single dry-plate. Gear ratios (o/d), 15.227, 11.807, 7.126 (5.387) and 4.78 (3.612) to 1. Reverse, 19.288 to 1. Synchronesh on 2nd, 3rd and 4th. Hardy-Spicer open propeller shaft. Spiral-bevel rear axle.

Chassis: Independent front suspension by helical springs and wishbones; semi-elliptic rear. Armstrong hydraulic dampers (front); Girling or Woodhead-Monroe (rear). Burman steering. Lockheed hydraulic brakes (2LS in front), 10 ins. drums (front), 9 ins. (rear). Dunlop 5.60 x 15 tubeless tyres. Ten-gallon petrol tank.

Dimensions: Overall length, 13 ft. 6½ ins.; width, 5 ft.; height, 4 ft. 10 ins.; wheelbase, 8 ft.; ground clearance, 5½ ins. Track (front), 4 ft. 1 in.; (rear) 4 ft. 0½ in. Turning circle, 33-34 ft. Weight (as test), 24 cwt. 68 lbs.

Performance: Maximum speed (o/d), 90.4 m.p.h. (direct top, 85.8 m.p.h.). Speeds in gears: 1st, 25 m.p.h.; 2nd, 35 m.p.h.; 3rd., 55 m.p.h. (o/d) 75 m.p.h. Acceleration: 0-30 m.p.h. 5.8 secs.; 0-40 m.p.h., 9.3 secs.; 0-50 m.p.h., 13.2 secs.; 0-60 m.p.h., 19 secs.; 0-70 m.p.h., 26.2 secs.; 0-80 m.p.h., 38.3 secs. Standing quarter-mile, 21.3 secs.

Fuel Consumption: (Driven hard) 28 m.p.g.; 50-60 m.p.h. cruising, 34 m.p.g.



ALL THIS baggage, including typewriter, tape recorder and sports kit could be easily accommodated in the boot of this compact sports saloon.

The Show—continued

A40 is the modern conception of a small-capacity vehicle, with the maximum possible passenger and luggage space, allied to a fairly useful performance and economy. In combining the station wagon type of machine with the traditional small saloon, Austins have realized the ever-increasing need for vehicles which represent real value, and cannot be described as out-dated either in styling or in mechanical specification.

The reluctance of British manufacturers to introduce all-independent suspension is often criticized, and this desirable feature, particularly on small-capacity machines, will come in the very near future. On the Continent, i.r.s. is found on such best-sellers as VW, Fiat 500 and 600, Citroën, Renault, Panhard, Mercedes-Benz, Goggomobil, Borgward, Porsche, Auto-Union and many ultra-small cars. On the other hand, Alfa Romeo, Peugeot, Volvo, Simca, Lancia and others still retain a rigid rear axle. Of the all-independent British makes, we have A.C., Lagonda and Lotus Elite.

The 100 m.p.h. and over cars are, if anything, on the increase. These include all Jaguars, Aston Martins, Bentleys and Lotuses, A.C., M.G.A, Triumph, Austin-Healey 100-Six, Jensen, Alvis, Riley 2.6, Rolls-Royce, Peerless, Rover, Bristol, Morgan, Frazer-Nash and several specialist productions such as Lister, Elva, Fairthorpe and Cooper—all British vehicles. France's contribution in this field is the Facel-Vega; from Germany comes Mercedes-Benz, BMW and Porsche; Italy has Ferrari, Lancia, Fiat-Abarth GT, Alfa Romeo and Maserati, whilst practically every American-built passenger machine can do three figures.

Despite developments in factory back-rooms, the small six is still not with us. The Rootes Group have re-entered the six-cylinder market with the fine new Super Snipe, a commodious high-performance, luxury vehicle with a maximum of about 95 m.p.h. Armstrong Siddeley has increased the performance of its "Six" with the new Star Sapphire, as have Bristols with the Beutler-bodied 2.2-litre "406".

Although there will be few surprises at Earls Court, at least one big Midlands manufacturer will show its first model resulting from co-operation with an Italian body-designer. Alvis are now in production with the very handsome Graber convertible and saloon versions of the six-cylinder 3-litre chassis, and Jaguar can now supply the XK 150 and XK 150S for the home market. The new Mark IX has, of course, a 3.8-litre engine and Dunlop disc brakes.

The wide adoption of disc brakes is one of the features of 1959 models, and the enormous drums so long considered necessary on high-performance cars will soon be things of the past. It is no secret that Ferrari is on the brink of fitting them to the fabulous 250GT, and this would be a real triumph for British automobile engineering. They provide the answer to the serious problem of "fade", which has been aggravated by modern body-styling tendencies leading to partial enclosure of the wheels. It is surprising that Detroit has not gone in for disc brakes on a large scale, brake-fade is experienced with the very large American-built cars, particularly when driven on European roads of the Alpine variety. In any case, even the drum brakes normally found appear to be quite inadequate for the weight and per-

formance of many of these vast automobiles.

Fuel injection has not made much progress as regards British passenger machines, although in Germany Daimler-Benz A.G. have adopted the intermittent Bosch-type for the 220E. Lucas have acquired a great deal of know-how during the past few years, but its application to cars in the low and medium price range would seem to be doubtful—at least for several years.

Automatic transmissions have increased a great deal in popularity, as have overdrive units. Nevertheless, it is surprising that few manufacturers use all-synchromesh boxes. One has only to drive a car like the Volvo Amazon to appreciate the advantages of this type of box.

Apart from Frisky, and the sporting Berkeley, there has not been any growing tendency to develop the ultra-small-capacity car in this country. Even on the Continent, the signs are that engine capacity is being increased. The small two-stroke does not supply the answer, as it is definitely uneconomical as compared with a well-designed four-stroke of similar capacity.

However, the student of automobile engineering will find his main interest in the accessories. The galleries are invariably full of novel components, and offer the best-possible cross-section of the Industry's continual experimentation and development. Whilst not possessing the glamour of Paris and Turin, Earls Court is easily the most important from a commercial point of view, attracting as it does a very large number of potential buyers from all over the world.

GREGOR GRANT.

Journée d'Essais—continued

of the DS 19, and the clutch and gearbox work well. The car tends to be overgeared, and energetic use of the gear lever is necessary if the full performance is to be secured. A full road test of this big, comfortable car will appear shortly.

The Frégate has perhaps the best roadholding of the three, and when braked violently at speed, downhill and over bumps, it is quite outstandingly steady. The big four-cylinder engine can be felt when accelerating, but has an easy stride at high cruising speeds. It has quite a job of work to pull such a substantial car, but the gear ratios are particularly well chosen, and this machine, alone of the three, has a synchronised bottom gear. The ride is fairly firm over small bumps, but a sudden dip in the road is well ironed out. I would hate to have to decide which is the best of these three very good cars.

Another good car that I tried was the Peugeot 403. This is a very roomy saloon for a 1½-litre, but the highly efficient engine, with its hemispherical head and inclined valves, has lots of punch. The ride is fairly hard and the

roadholding good, while an 83 m.p.h. maximum speed is allied with 30 m.p.g. economy. Unfortunately, there is a large "gap" between second and third speeds, which reduces the performance on a road circuit.

The 403 can be ordered with a Jaeger electric clutch, and so can the Dyna-Panhard. I tried one of these two-pedal, two-cylinder cars, and found that the latest model is much quieter than its predecessors.

However, some performance seems to have been lost, and I only achieved about 75 m.p.h. The roadholding is effective, if one remembers that front-drive cars like to pull themselves round corners.

I also tried the latest Renault Dauphine, which has a revised engine with a higher compression ratio. The mechanical alterations are aimed at still better fuel economy and reliability, but in fact the new car has a noticeably better performance. The suspension is supposed to have been "improved", but I much prefer the ride given by the earlier models! The new seats, however, are outstandingly comfortable.

Finally, I tackled a Vespa, which is a

little 400 c.c. two-stroke coupé that has not yet been seen in England. It is a very vivid little car, with surprising acceleration and good pulling power. The maximum speed is somewhat limited, but as a car for Paris traffic it would take some beating. It rides well and has light steering, but needs a bit of holding if one has to brake hard over bumps—I nearly lost it!

Well, that was quite a collection of cars to test in one day, especially as I found time to try the excellent lunch, with two wines, coffee and liqueurs. As at Goodwood, one or two journalists ran amok during the day, and a Gordini Dauphine was seen standing on its roof on one occasion. I am glad to say that none of the British contingent misbehaved, however, and everybody was most enthusiastic over this thoroughly well organized event.

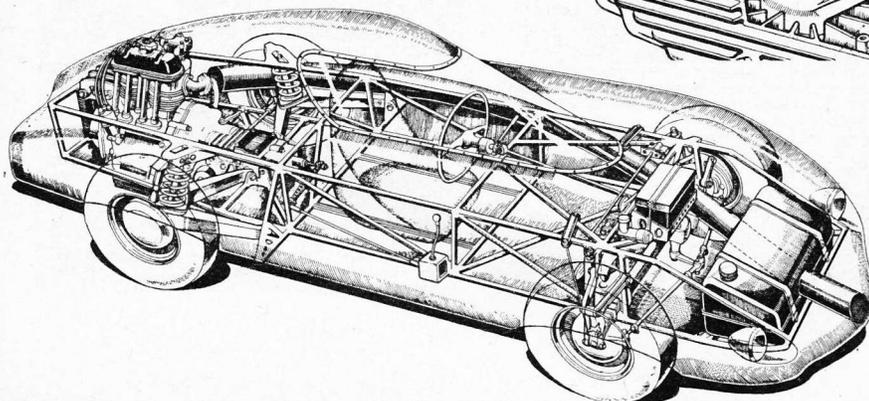
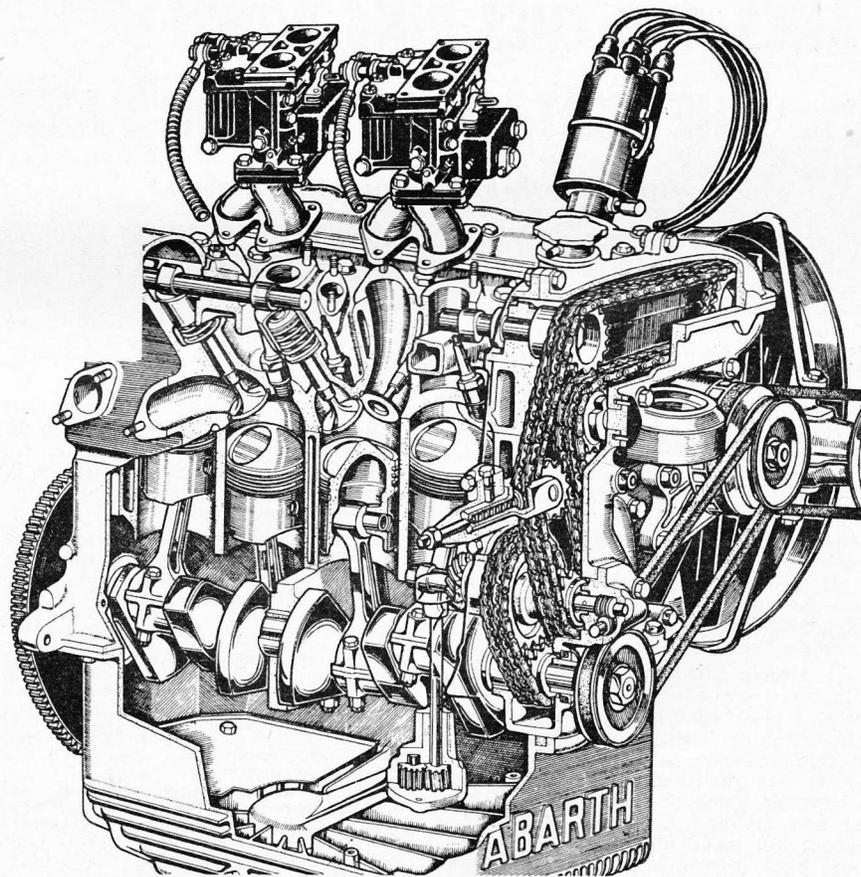
I was very impressed to see that all the "top brass" of the French motor industry were present; they did not just send their P.R.O.s. I noticed such "high-ups" as Pierre Dreyfus, Robert Sicot, François Landon, Amedée Gordini and Jean Panhard. This alone must show the importance of *La Journée d'Essais*.

JOHN V. BOLSTER.

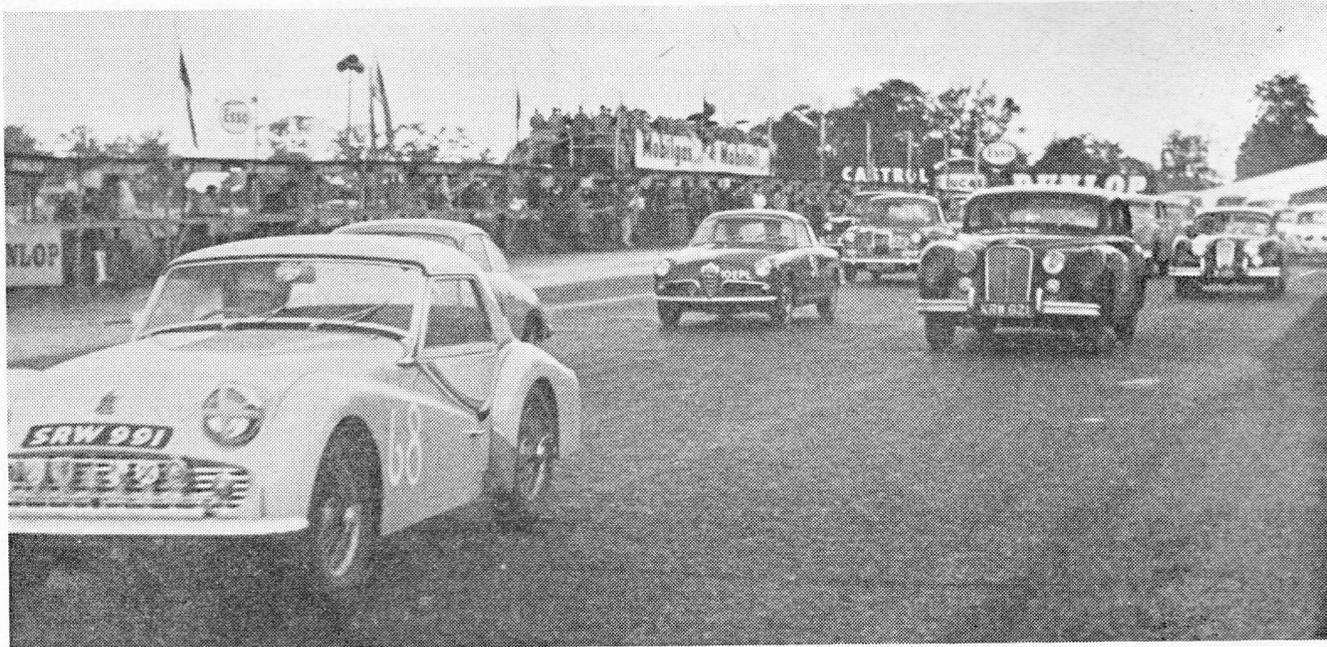
NEW from ITALY

CARLO ABARTH is famous for his high-performance Fiat conversions and record-breaking projects. Here (right) his new twin-camshaft head, attached to an enlarged Fiat 600 block, makes a very potent 750 c.c. engine. The two twin-choke Weber carburetters feed downwards between the camshafts through near-vertical inlet ports.

Abarth also tackles the air-cooled Fiat 500, and has already taken long-distance records with a car resembling the normal production saloon. Below is seen his latest single-seater, the "500 Record", built in collaboration with Pinin Farina.



drawings from
"AUTO-ITALIANA"



GETTING AWAY from the start of the second half hour high speed trial are Reg Harris (TR3), E. P. Foden (Alfa Romeo), Bob Berry (Mk. 7 Jaguar) and the rest of the field.

LANCS AND CHES RING DOWN THE CURTAIN AT OULTON PARK

A fine meeting to close the season

WHAT a finale it was too! Over 140 conductors, driving assorted cars of every known make, and a few that aren't, too! From Ford vans to Formula 2s and all together in practice, very naughty! Anyhow, that's the only real "pick" that could be made at the Lincs and Ches Car Club's usual wonderful "end of season" clubman's speed party!

With all winter ahead to rebuild, etc., what does it really matter if a few (in)expensive noises off are heard? That was certainly the feeling on Saturday, 11th October, at Oulton Park. The weather did its usual act and produced sunshine, rain, thunderstorms and flood, returning, when nearly too late, to warmth; but nothing could spoil a really good day, coupled with spot-on timing and some fine racing.

As always, the proceedings opened with a couple of half hour "blinds", sorry, high-speed trials, in which two full houses of 27 apiece did their stuff; on this occasion, the customary wheel change was abolished so things were a little easier; some 12 being successful in the first do, and a further 14 in the second; but make no mistake, it needs some hard driving and a considerable amount of "know how" to get home within the set time limit—for names of successful, see results.

Event two was a seven-lap scratch race for (a) 750 formula cars, and (b) 1,172 formula cars, run concurrently on a very wet track. Taking the latter first, as there were more of them and they rather naturally secured the overall placings, P. Boshier-Jones (Lotus-Ford) was never headed to win rather easily, lapping the

smaller cars ere the halfway mark and in so doing put in a tour of 2 mins. 24.5 secs. or 68.8 m.p.h. Second and third places overall and in the larger class were secured by J. Turvey (Ford-Lotus) and V. F. Gardner (Cooper-Ford), who had been "at it" all the way. In the smaller class P. A. Cross and R. W. Toft remained tied together for the first five laps until an 1,172 split them up. In that order they finished, with L. G. Hackney in third spot some distance in arrears. All were driving variations on an Austin theme!

The next race, a seven-lap scratch race for unlimited sports cars, was quite the best race of the day, although because

of the very wet surface speeds were not high. For the entire distance a ding-dong struggle was on between Edward Greenall and Colin Escott, both Lotus equipped. Tour after tour they made, only feet apart, to draw level on each occasion at Old Hall corner, after which the Greenall 1,500 car would draw away, but only by yards. Over the line it was Greenall two yards in front; rather overshadowed by this, but nevertheless a good third, came Bernard Cox's Elva. Nice to see Alex McMillan about again, on this occasion in the shape of *Le Patron*, his car being driven by 750 formula expert Dave Rees, who for a first attempt went very well.

The seven-lap scratch race for production and modified saloons up to 1,192 c.c. and over was run during a thunderstorm. Taking the larger class first, Bob Berry, driving a standard-looking Jaguar Mk. 7 indecently fast, led from start to finish to win by 3 secs. from Ted Foden's Alfa. Bobbie Parkes's 3.4 was third; for fourth spot a frenzied scrap took place between Reg Harris (TR3) and Tony Marsh (Porsche), with victory

Results

Event 1. Half Hour High Speed Trial. The Following Drivers Have Qualified: M. Adlington (Austin A35); Miss D. Woolley (M.G.A.); G. Martin (Aston Martin); J. R. Normanton (Austin A35); G. M. Hopkinson (Austin A35); P. Grant (Healey Sprite); E. Fishwick (Austin A35); A. G. W. Belcher (Morgan); A. D. Bracegirdle (TR2); D. M. Pownall (Lotus 1499); D. G. Milk (BMW); R. M. Dobson (Morgan).

Event 1a. Half Hour High Speed Trial. The Following Drivers Have Qualified: K. Y. Twisk (TR3); T. A. Bleasdale (Lester-Riley); A. Osbiston (Elva-M.G.); R. W. de Selincourt (TR3); E. P. Foden (Alfa Romeo); R. Grant (TR3); R. E. Berry (Jaguar); J. H. D. Whitmore (Lotus 1172); W. P. Sheppard (Jaguar); D. E. Naylor (Ford 1172); R. L. Goffe (Riley 1.5); R. W. Waters (Lotus 1172).

Event 2a. 7-lap Scratch Race for 750 Formula Cars: 1, P. A. Cross (750 Spl.); 2, G. B. Toft (A.C. 750); 3, L. G. Hockney (Austin 747).

Event 2b. 1, P. Boshier-Jones (Lotus 1172), 67.55 m.p.h.; 2, J. Turvey (Lotus 1172); 3, V. F. Gardner (Cooper 1172). **Fastest lap:** P. Boshier-Jones (Lotus 1172), 68.83 m.p.h.

Event 3. 7-lap Scratch Race for Sports Cars (unlimited): 1, Hon. E. G. Greenall (Lotus 9), 72.93 m.p.h.; 2, C. G. Escott (Lotus); 3, B. J.

Cox (Elva). **Fastest lap:** Hon. E. G. Greenall (Lotus), C. G. Escott (Lotus) 74.39 m.p.h.

Event 4a. 7-lap Scratch Race for Production and Modified Saloon Cars, up to 1,192 c.c.: 1, G. M. Hopkinson (Austin A35); 2, E. B. Wadsworth (Volkswagen); 3, L. Gibson (Ford 1172).

Event 4b. 1,192-1,900 c.c.: 1, R. E. Berry (Jaguar), 66.35 m.p.h.; 2, E. P. Foden (Alfa Romeo); 3, G. H. F. Parkes (Jaguar). **Fastest lap:** R. E. Berry (Jaguar), 67.43 m.p.h.

Event 5. 7-lap Scratch Race for Sports Cars, up to 1,500 c.c.: 1, C. G. Escott (Lotus 1098), 73.99 m.p.h.; 2, Hon. E. G. Greenall (Lotus 1475); 3, Chris Summers (Arden-Climax). **Fastest lap:** C. G. Escott (Lotus 1098), 75.18 m.p.h.

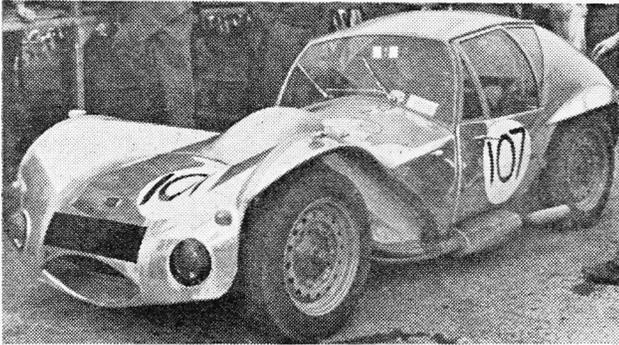
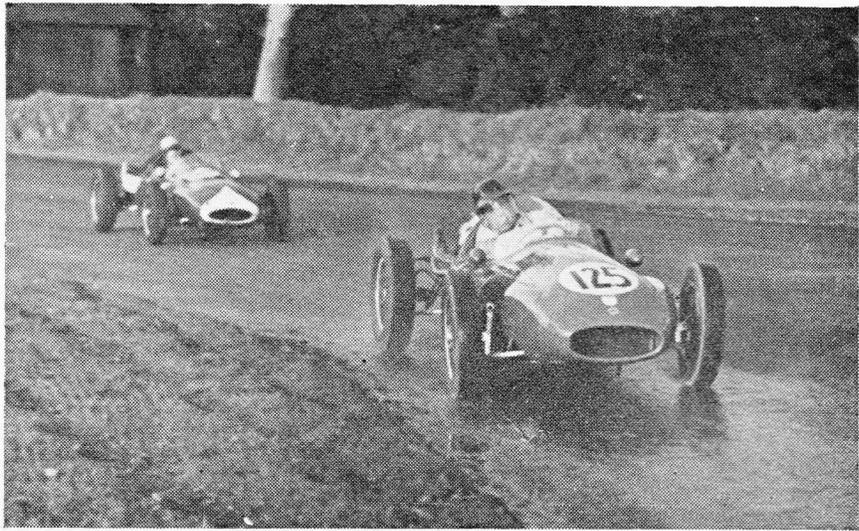
Event 6. 7-lap Scratch Race for Sports Cars, up to 2,000 c.c.: 1, P. Boshier-Jones (Lotus), 70.46 m.p.h.; 2, R. W. de Selincourt (TR3); 3, J. H. D. Whitmore (Lotus). **Fastest lap:** R. W. de Selincourt (TR3), 72.34 m.p.h.

Event 7. "Daily Mirror" Trophy Race. 7-lap Scratch Race, Formule Libre: 1, Tony Marsh (Cooper F2) 80.53 m.p.h.; 2, J. T. Stuart (Cooper F2); 3, Chris Summers (Arden-Climax). **Fastest lap:** Tony Marsh (Cooper F2), 83.11 m.p.h.

Event 8. 15-lap Scratch Race, unlimited Sports Cars: 1, Hon. E. G. Greenall (Lotus), 76.00 m.p.h.; 2, Chris Summers (Arden-Climax); 3, A. G. Wood (Lotus). **Fastest lap:** Hon. E. G. Greenall (Lotus), 77.53 m.p.h.

going to the former! Subsequent head scratchings re the power of the Berry car elucidated "D—all"! The smaller class was a gift to a very well-driven and extremely quick A35 in the hands of G. M. Hopkinson, who was a long way ahead of his nearest rivals in the shape of E. W. Wadsworth (VW) and L. Gibson (Ford van).

Next was another seven-lap scratch race, this time for sports cars up to 1,500 c.c. On a drying track, speeds slightly improved when Colin Escott turned the tables on Edward Greenall; from the back row Escott, going like a bomb, took Greenall (front row) on lap three, improving a lead of 3 secs. to 10 secs. before the flag, both cars lapping around the 2 min. 12 secs. mark (75.1 m.p.h.). For third spot, again the position reversed, Chris Summers (Arden) "nosed out" Bernard Cox after a fast run. *N.B.*—It would seem in these very fast and short distance 1,500 c.c. sports car events that the ballot start



WET WORK: (Above) J. T. Stuart leads Tony Marsh (both F2 Coopers) just after the start of the Formule Libre race. (Left) *NO*, this hasn't been in a smash! It's a Dante Gabriella and it's meant to be this shape. It belongs to D. H. Abbott.

does not favour close racing in general, practice time positioning would be better!

Event six was a seven-lap scratch race for sports cars up to 2,000 c.c., excluding those powered by Bristol, Connaught, Climax, Ferrari, Maserati, Porsche and Stanguellini. On a now dry track, P. Boshier-Jones (Lotus-Ford) and R. W. de Selincourt, in a very, very fast TR3, were wheel to wheel for the whole distance, the flag just going to the former by a split second. J. H. Whitmore (Lotus-Ford) was third and Selincourt made the fastest lap with a tour in 2 mins. 18.5 secs. or 72.3 m.p.h. A very good effort!

The penultimate event was for *Formule Libre* cars, competing for the *Daily Mirror* Trophy. The very big field included the Formula 2 Coopers of Tony Marsh, James Stuart and George Nixon. For the trophy, it was all Marsh. Averaging 2 mins. 4.5 secs. or over 80 m.p.h., he was a good five miles an hour faster than the second man home, Stuart. Indeed, after four laps he was mixed up with the tailenders. Not so fortunate was the third Formula 2 Cooper, in the hands of Nixon, who, in fifth place on the first lap, behind Chris Summers, Bernard Cox and Stuart Dodd (Lotus), slowly descended to finish eighth behind Bill Allen (Lotus) and Bob Berry (Jaguar Mk. 7). In this event, Tony Marsh put in the day's fastest tour at 83.11 m.p.h., and Alan Butler lost the H.W.M.-Jaguar through Knicker Brook to finish in the lake. Luckily he was unhurt, but not so the car!

The last race was a 15-lap scratch race for unlimited sports cars. No one pre-

sent, the writer included, could quite fathom why the last event of the season should have been selected for the increased distance. For the *Formule Libre*, yes! For the earlier 1,500 c.c. event, yes! But for the day's last race when most

of the fast cars were tired, retired or just plain bust, no! Again, Greenall, lucky in the draw, made a good start from the front row. His only real rival, Chris Summers on the back row, was hopelessly impeded for two laps, and by the time he was through the field to second place, Greenall was so far in front it was all over; actually a margin of 41 secs. separated them. For third place A. G. Wood and W. E. Allen had the time of their lives, victory just going to the former. Lap 12 was an unlucky one for K. M. Francis (Lotus) and Bob Berry (Mk. 7), who had been fighting out fifth spot, the former running out of road at Esso, and the latter doing the same thing at the loop. Both cars and drivers were O.K. Again mention must be made of the driving of Wood and Allen, which has vastly improved during the season. They should both do well in 1959. See you then!

FRANCIS PENN.

Recent Results

GLOSSOP AND D.C.C.

Ladies' Day Rally, 14th September

First Driver: A. P. Firth (Sunbeam Rapier); **Navigator:** Miss D. Baines. **Second Driver:** R. Oliver (Sunbeam Rapier); **Navigator:** Mrs. R. Oliver.

BEXLEY L.C.C.

Driving Tests, 14th September

Outright Winner: Colin Taylor, 12.7 points. **First Class:** M. Bellamy, 14.2; A. Francis, 14.6; V. Ellford, 19.8; P. Brandon, 21.7. **Second Class:** G. Parrot, 32.7; H. Hilliard, 34.1; D. Siegle-Morris, 34.2; C. Ayers, 34.4.

THE JAGUAR APPRENTICES' MOTOR CLUB

Bournemouth Two-Day Rally, 4th-5th October

1, Leaver (Vauxhall); 2, Mitchell (Standard 8); 3, Woodcock (Morris Minor); 4, Littlehales (Ford Prefect); 5, Murnane (Austin Atlantic); 6, Corbett (Morris Minor 1000).

WORCESTERSHIRE M.C.

Autumn Rally, 11th/12th October

Best Performance: E. J. Read/P. P. Roberts (Jaguar 2.4), 2 penalty marks. **Best Performance by Wores. M.C. Member:** J. J. Bott/J. R. Thomas (M.G. Saloon), 2. **Saloon Cars up to 1,300 c.c.:** Dr. R. C. Cronin/Dr. R. Mayfield (Morris Traveler), 43. **Saloon Cars over 1,300 c.c.:** 1, B. Phipps/Mrs. A. Phipps (Riley), 8; 2, J. N. M. Hills/G. H. Brookes (Riley), 14. **Open Cars:** Mrs. P. Mayman/Miss V. Domleo (Morgan Plus 4), 4. **Navigator's Awards:** P. P. Roberts, J. R. Thomas, Dr. R. Mayfield, Mrs. A. Phipps, Miss V. Domleo. **Team Award:** Worcestershire M.C.—J. J. Bott/J. R. Thomas (M.G. Saloon), E. J. Read/P. P. Roberts (Jaguar 2.4), total penalty marks—4.

THE LONDON M.C.

Harleyford Hill-Climb, 28th September

Class 1, Production Touring Cars (Standard Modifications), up to 1,300: Miss Pat Moss (Morris Minor), 30.97 s. **Class 2, Production Touring Cars (Standard Modifications), 1,301-2,000 c.c.:** **Class 4, Production Touring Cars (Special Modifications), up to 1,300 c.c.:** P. Mitchell (Standard), 30.13 s. **Class 3, Production Touring Cars (Standard Modifications), over 2,000 c.c.:** **Class 5, Production Touring Cars (Special Modifications), 1,301-2,000 c.c.:** J. B. L. Jacobs (Jaguar), 27.78 s. **Class 6, Production Touring Cars (Special Modifications), over 2,000 c.c.:** D. J. Uren (Jaguar 3.4), 27.06 s. **Class 7, Grand Touring Cars, up to 1,600 c.c.:** D. Jenkinson (Porsche), 26.40 s. **Class 8, 1,601-3,000 c.c.:** R. E. Pierpoint (Frazer-Nash), 25.97 s. **Class 9, over 3,000 c.c.:** D. B. Farrell (Allard), 24.28 s. **Class 10, Special Cars of any capacity:** J. Bekart (H.W.M.-Jaguar), 22.85 s. (B.T.D.).

M.C.C. DERBYSHIRE TRIAL

3rd-4th October

Class 3: A. E. Cleghorn (Dellow). **Class 4:** E. Jackson (VW). **Second Class:** A. J. Apps (Cotton); M. J. Barker (Wombad); H. W. Tucker-Peake (Tucker-M.G.); D. G. Fleming (Primrose). **Third Class:** E. S. Edwards, C. R. Parsons, A. C. Bulpin, J. P. Davis, Miss D. Freeman, J. C. Wilson, P. Le Conteur, D. G. Turgey, F. P. Barker, R. E. Warren, R. P. J. Morley. **Team Award:** Falconers Team (H. W. Tucker-Peake, R. E. Warren, D. G. Fleming).

CHILTERN C.C.

Gymkhana, 21st September

1, J. Broom-Smith (TR2), 8 marks gained; 2, N. A. Reeve (Ford Anglia), 5 marks gained; 3, D. Hawes (TR2), 3 marks gained.



WINNING TEAM in the Championship were the Turners driven by Baldam, Gilbert and Nurse. The latter is no lightweight for such a small car, as witness its angle of lean!

Snetterton "Three Hours"

Successful Finale to the 1958 "Autosport" Championship — J. Lawry (Lotus Elite) Wins Three Hours Race — J. Baldam (Turner) Wins Championship and Turners Take Team Prize—Other Wins for Tommy Sopwith (Jaguar) and Graham Hill (Lotus)

WE could scarcely have hoped for a better day on which to hold the Three Hours final of the AUTOSPORT Series-Production Sports Car Championship. Last Saturday's weather at Snetterton was perfect for October—warm and sunny during the day, with a clear dry evening to follow. Organized by the Snetterton M.R.C., the whole meeting was a great success, and the *Trois Heures de Snetterton* which blazed on into the hours of darkness (now the only night race held in these islands) had much of the atmosphere and excitement of any race on the Sarthe circuit.

For the first two hours Ian Walker (Lotus Elite) and Dick Protheroe

By **STUART SEAGER**
and **CHRISTOPHER NIXON**

Photography by **GEORGE PHILLIPS**

(Austin-Healey) battled furiously for the lead, Protheroe eventually getting in front and pulling out a substantial advantage, while John Lawry (Lotus Elite) drove fast and steadily, holding third place and waiting for the leaders to tire each other out. They did!

Within a few minutes of each other, Walker retired after a series of pit stops to try to rectify lighting troubles, and Protheroe broke a stub axle and shed a front wheel—although he drove over the line on three wheels to qualify as a finisher! Lawry continued a very fine race to emerge the popular winner—and the Championship itself turned out to be an overwhelming victory for the little 950 c.c. Turners, for J. P. Baldam won the trophy, with Austen Nurse second; these two and B. A. M. Gilbert collected the team prize and they also won their class—all in the little Wolverhampton-built cars.

The substantial "supporting programme" comprised a lively one-hour saloon and G.T. car race, which was won by Tommy Sopwith (Jaguar 3.4) in his final appearance on the circuits before giving up racing altogether, and a 10-lap sports car race, won in fine style by Graham Hill (2-litre Lotus), after a spirited battle with Bruce Halford's Lister-Jaguar.

All the trimmings of a long-distance race were laid on: the pit area was floodlit, there were hamburger stands, a barbecue, a firework display and a full-sized fairground to give added entertainment to the spectators. In short, the Three Hours looks like becoming an established high-spot on which to end the club racing season in the south of England. And there was not a single "shunt", nor was anyone hurt, in the whole day's racing.



GARLAND of laurels for John Lawry after winning the "Three Hours". Dean Delamont of the R.A.C. Competitions Committee does the honours; behind him is AUTOSPORT'S Editor.

REPLYING to a request at the prize-giving, John Baldam "says a few words". Nancy Mitchell presented the awards and the winners were introduced by Gregor Grant.



PRACTICE for the Three Hours took place on the Friday evening (in the damp and dark) and on Saturday morning (daylight and dry), resulting in Dick Stoop (Frazer-Nash) recording best practice lap with 1 min. 58.4 secs. Lawry was second quickest, in the Elite, with 1 min. 58.6 secs. However, Stoop's fuel tank developed a bad leak before the race; it could not be cured in time and sadly, he was unable to start.

Gregor Grant raised the Union Jack for the Le Mans-type start and precisely at 4.30 p.m. it dropped, there was the familiar patter of tiny feet, slamming of

(Continued overleaf)

THE "AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP, 1958

N.B. "Three Hours" Results overleaf.

The "Autosport" Championship Trophy, Replica and £100: J. P. Baldam (Turner), 72 pts.
 Runner-up, "Autosport" Trophy and £50: A. D. Nurse (Turner), 58 pts.
 Third, "Autosport" Trophy and £25: D. J. Protheroe (Austin-Healey 100S), 55 pts.
 Fourth, "Autosport" Trophy and £10: K. W. Mackenzie (M.G.A), 54 pts.
 Team Championship Trophy, Three Replicas and £50: The Turner Team (Baldam, Nurse and Gilbert).

Class Awards

Up to 1,000 c.c.

1 (Trophy and £10), B. A. M. Gilbert (Turner), 48 pts.; 2 (Trophy), J. Goddard-Watts (Berkeley), 23; 3, (Trophy), R. A. Jameson (Berkeley), 17.

1,001-1,300 c.c.

1 (Trophy and £10), Ian Walker (Lotus Elite), 54 pts.; 2, (Trophy), John Lawry (Lotus Elite), 47.

1,301-1,600 c.c.

1 (Trophy and £10), P. E. D. Gammon (Elva Courier), 41 pts.; 2 (Trophy), J. P. Fergusson (Elva Courier), 38; 3 (Trophy), C. W. Lawson (Porsche), 26.

Over 1,600 c.c.

1 (Trophy and £10), M. Bond (Frazer-Nash), 45 pts.; 2 (Trophy), W. E. Wilks (Frazer-Nash), 41; 3 (Trophy), C. R. Hanson (Austin-Healey 100S), 40.

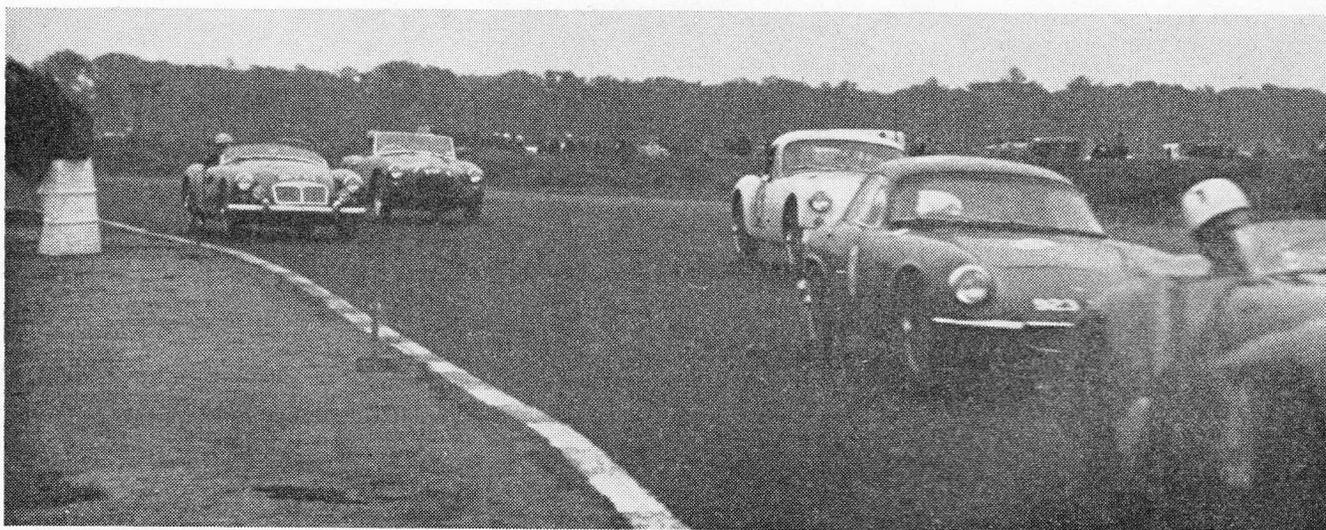
THE CHAMPIONSHIP TABLE

Final Positions		Pts.
1.	J. P. Baldam (Turner)	72
2.	A. D. Nurse (Turner)	58
3.	D. J. Protheroe (Austin-Healey)	55
4.	K. W. Mackenzie (M.G.A)	54
5.	Ian Walker (Lotus Elite)	54*
6.	B. A. M. Gilbert (Turner)	48
7.	John Lawry (Lotus Elite)	47
8.	M. E. S. Bond (Frazer-Nash)	45
9.	P. E. D. Gammon (Elva Courier)	43
10.	W. E. Wilks (Frazer-Nash)	41
11.	C. R. Hanson (Austin-Healey)	40
12.	J. R. Stoop (Frazer-Nash)	39*
13.	J. P. Fergusson (Elva Courier)	38
14.	C. W. Lawson (Porsche)	26
15.	C. P. Tooley (M.G.A)	23
	J. Goddard-Watts (Berkeley)	23
17.	J. Hayles (M.G.A)	21*
18.	R. A. Jameson (Berkeley)	17
19.	L. E. Taylor (Triumph)	15
20.	J. Dashwood (Frazer-Nash)	11
21.	J. P. Vincent (M.G.A)	9
22.	J. A. P. Trafford (M.G.A)	8*
23.	D. G. Dixon (M.G.A)	6
24.	S. A. Hurrell (Triumph TR2)	5†

*Did not complete Three Hours Race.
 †Non-eligible in Three Hours, contravention Appendix "J".

Class Results

Class A		Pts.
1.	Gilbert (Turner)	48
2.	Goddard-Watts (Berkeley)	23
3.	Jameson (Berkeley)	17
Class B		Pts.
1.	Walker (Elite)	54
2.	Lawry (Elite)	47
Class C		Pts.
1.	Mackenzie (M.G.A)	54
2.	Gammon (Elva)	43
3.	Fergusson (Elva)	38
4.	Lawson (Porsche)	26
5.	Tooley (M.G.A)	23
6.	Hayles (M.G.A)	21
7.	Vincent (M.G.A)	9
8.	Dixon (M.G.A)	6
Class D		Pts.
1.	Protheroe (Austin-Healey)	55
2.	Bond (Frazer-Nash)	45
3.	Wilks (Frazer-Nash)	41
4.	Hanson (Austin-Healey)	40
5.	Stoop (Frazer-Nash)	39
6.	Taylor (Triumph)	15
7.	Dashwood (Frazer-Nash)	11
8.	Hurrell (Triumph)	5



DUSK FALLS as the cars swarm around Riches Corner not long after the start. The eventual winner, John Lawry (Lotus Elite), leads Vincent (M.G.A) and Gilbert (Turner).



VARIETY at Riches: Vincent (M.G.A, front engine, rear drive), Goddard-Watts (Berkeley, front engine, front drive) and Lawson (Porsche, rear engine, rear drive).

doors, whirring of starters—and Syd Hurrell in his white TR3, shot out of the line, from eighth position, and streaked towards Riches Corner in the lead. Dashwood (Frazer-Nash) and Protheroe also got away well, but Peter Gammon had trouble starting and was slow to get away, while poor Lawry found himself with all gears at once for a while, then found reverse and finally got away, right at the tail of the field.

By the end of the first lap, however, Protheroe came roaring through in the lead, followed closely by Walker—and then the three six-year-old Frazer-Nashes of Mike Bond, Bill Wilks and John Dashwood, all in a bunch. A stirring sight—not to mention the *sound* of those three Bristol engines singing in harmony!

J. P. Fergusson, in one of the two Elva Couriers, appeared in eighth position overall, and leading the 1.600 c.c. class, with John Sprinzel in that well-thrashed, blue Speedwell Sprite leading the “tiddlers”, followed by Baldam, in his Turner.

Second lap, and Walker had taken the lead! It was a somewhat precarious lead, with Protheroe hanging on for all he was worth and the pack of Nashes howling at their heels, but a lead nevertheless. Hanson, in the Team Triple S Healey, was behind them—and then Lawry, having scrambled his way through almost the whole field, and already lying seventh! A couple more

The “Triumph”

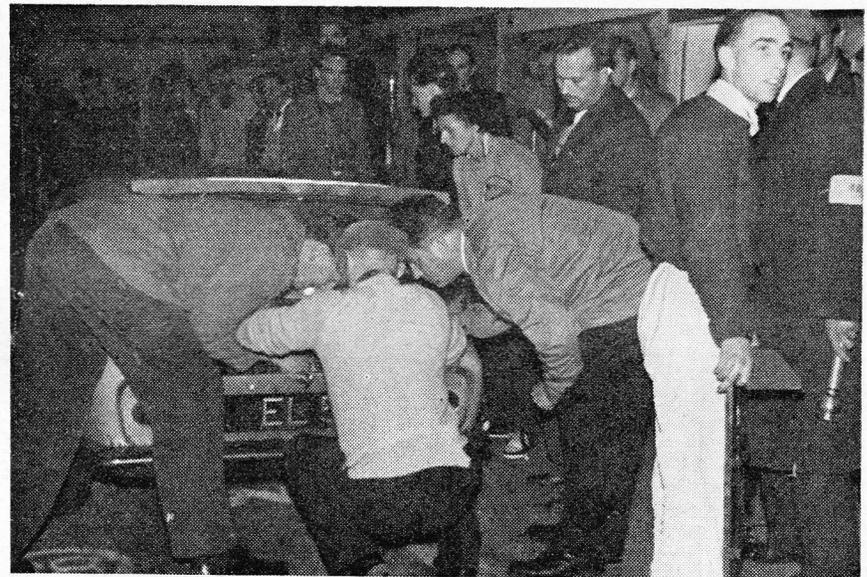
1. John Lawry (Lotus Elite), 86 laps, 77.50 m.p.h.
2. M. Bond (Frazer-Nash), 84 laps, 76.33 m.p.h.
3. K. W. Mackenzie (M.G.A), 81 laps, 73.09 m.p.h.
4. W. E. Wilks (Frazer-Nash), 80 laps.
5. P. Fergusson (Elva Courier), 80 laps.
6. C. P. Tooley (M.G.A), 79 laps.

Class Awards

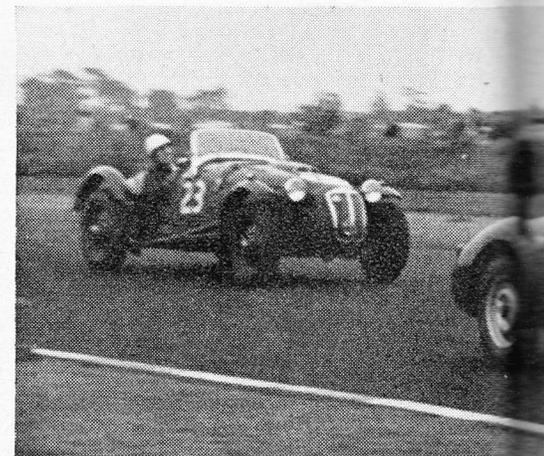
Up to 1,000 c.c.: 1, John Sprinzel (Austin-Healey Sprite), 75 laps, 68.08 m.p.h.; 2, J. P. Baldam (Turner), 74 laps; 3, A. D. Nurse (Turner), 74 laps.

laps and he had passed Hanson into sixth place and was preparing to have bashes at the Nashes. At 4.43 Bill Wilks made a brief pit stop, complaining of a bent brake pedal—and Lawry lay fifth.

Walker still kept his lead, the Healey and the Lotus thundering past the pits side-by-side for lap after lap, but the lighter Hornsey coupé seemed just to



TROUBLE for Ian Walker: his rear lights are failing and his pit crew try to put matters right. Colin Chapman stands watching.



OLD STAGERS, but still going strong (left) were these 1950 Frazer-Nashes, two of which finished fourth and second in general classification, driven by Wilks and Bond.

Three Hours"

1,001-1,300 c.c.: J. Lawry (Lotus Elite), 86 laps, 77.50 m.p.h.

1,301-1,600 c.c.: 1. K. W. Mackenzie (M.G.A), 81 laps, 73.09 m.p.h.; 2. P. Fergusson (Elva Courier), 80 laps; 3. C. P. Tooley (M.G.A), 79 laps.

Over 1,600 c.c.: 1. M. Bond (Frazer-Nash), 84 laps, 76.33 m.p.h.; 2. W. E. Wilks (Frazer-Nash), 80 laps; 3. *S. A. Hurrell (Triumph TR2), 79 laps.
*Disqualified, contravention Appendix "J" (windscreens).

have the edge on braking and managed to get into Riches Corner first each time. Lawry and Hanson were still going well and Peter Gammon (Elva Courier) was now in seventh spot, ahead of Hurrell, Fergusson and Wilks, who had lost a few places while at the pits.

Sprinzel was drawing out more and more lead in the 1,000 c.c. class, ahead of Baldam (Turner), Austen Nurse (Tur-



THE ESSES, negotiated briskly by Fergusson (Elva Courier), Jameson (Berkeley) and McKee (Sprite) in the early stages of the race while there was still a little sunshine.

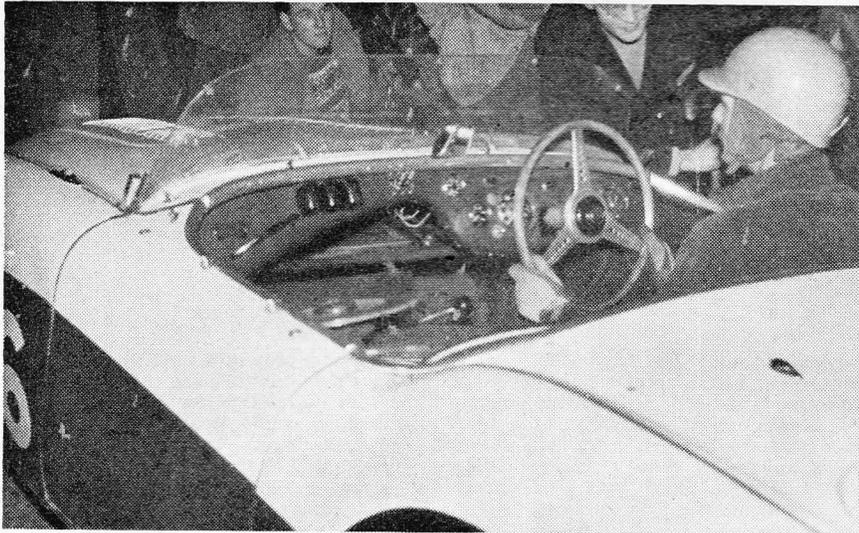
ner) and Jon Goddard-Watts, the latter in one of the "flying roller-skate" Berkeleys—going really well. The two Elvas were, of course, leading the 1,600 c.c. class, with Wing Cdr. K. W. Mackenzie (M.G.A) in third place and lying 11th overall.

The race was now beginning to settle down and we could watch points. Walker was still just holding Protheroe, but only just, and before the first half-hour was up, the Healey squeezed in front for good! Dashwood's Nash began to sound distinctly rough and he made a pit stop to investigate a lack of explosions in the front two cylinders, letting Lawry through to third place, for he had already passed Bond. Hanson's Healey began to sound rough, too, and shortly came, bubbling, into his pit. Clouds of steam indicated gasket trouble, but after a water refill, he continued on his way, although at reduced speed.

Dashwood had several pit-stops to try to cure his misfiring trouble, but soon after 5.15 he gave it up and retired.

By this time, Protheroe had nearly the whole length of the straight between himself and Walker, and, of course, the entry was strung out around the circuit by now and the slower cars had to be encountered and manoeuvred around.

By 5.30 it was nearly dark and headlights had been on for some time, stabbing through the lowering dusk and glinting on the reflective sign boards and corner markers around the course. Protheroe now had a 23-second lead over

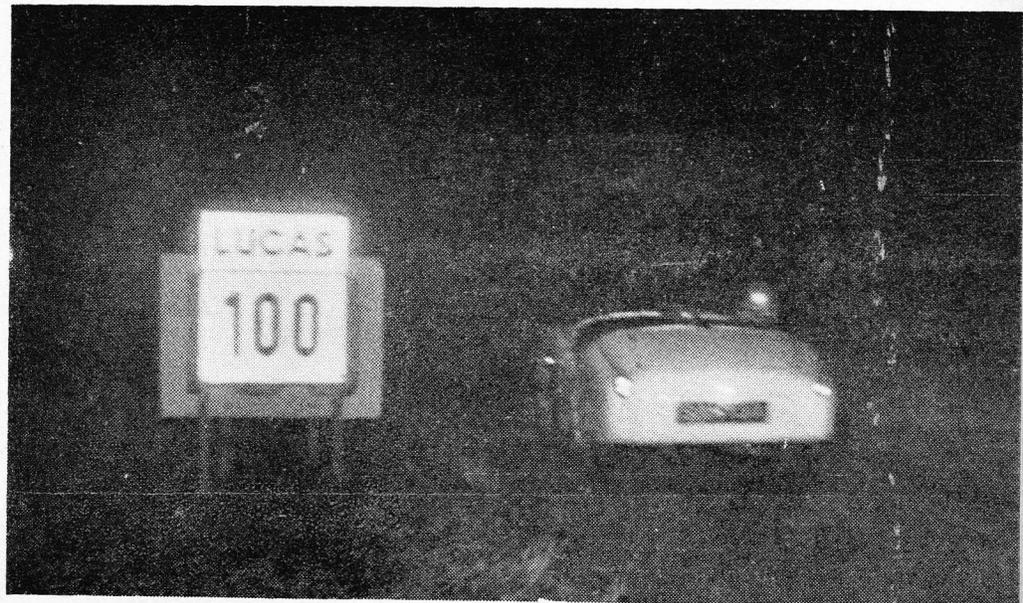


TROUBLE for Protheroe: (Above) His offside front stub axle broke after the second hour, but he drove back to the pits on three wheels and drove over the line to finish. Note the brake disc in the cockpit.

NIGHT RACING (below) has become virtually extinct in this country and the "Three Hours" is the sole event now run. Here a TR passes one of the "Scotchlite" corner markers.



CLASS-WINNERS BOTH: (Above) K. W. Mackenzie (M.G.A) who won the 1,600 c.c. class and Mike Bond (Frazer-Nash) who finished top of the "big car" category.





Walker and he was easing off a little. Sprinzel was some two minutes ahead of the nearest Turner in the 1,000 c.c. class and was lapping in 2 mins. 16 secs. Hanson kept coming in for water, but insisted that the trouble was not getting any worse and that he would finish if he could. Entwistle (M.G.A) acquired some oversize big-ends and retired. David Dixon had had some serious brake trouble in practice on his M.G.A and by now had scarcely any brakes at all, but kept going gently to keep the M.G. team intact.

After darkness had fallen, drama came when it was noticed that Walker's rear lights were flickering badly and even going right out from time to time. The Stewards brought him in to have them put right, but when he resumed the race the trouble persisted, and, of course, he had lost ground whilst at the pits, Lawry passing him into second place. Walker was called in again to find some lights, but although they worked perfectly at the pit, as soon as he moved off again they started to flicker once more. Then, doubtless trying very hard to make up for lost time, Ian spun at the hairpin and lost still further time, for although he did not hit anything, the engine stalled, and the starter had ceased to function, necessitating a push start. He got going again eventually, but at 6.16 he was in to the pits again, still without lights, and, in addition, something was amiss with the car's rear suspension. The fates were obviously ganging up on him, and as there was still more than an hour to go, Ian decided to retire.

Protheroe still thundered on in the lead, but within a few minutes it was reported that he too had spun at the hairpin. This incident turned out to be rather more serious, for it was in fact a front stub-axle that had broken—a difficult thing to put right on the spot!

Lawry's careful tactics were vindicated, for he now found himself in the lead, nearly a lap ahead of his nearest opponent—Wilks in the Frazer-Nash. Wilks now found his oil pressure falling and came frenziedly into the pits for replenishment. This was not his only worry, for neither brakes nor gearbox

YOU ARE ABOUT TO BE OVERTAKEN. Dick Fitzwilliam (M.G.A) leads Johnny Sprinzel (A35) through the Esses while Sir Gawaine Baillie comes up to overtake them both.

★
GET GOING, BOY!
Tommy Sopwith's runner having sped across the track, Tommy makes to enter the 3.4 Jaguar in Event One.

DUEL (right) David Shale leads Jack Sears by a few feet during their exciting dice for second place.

★



were functioning as they should, and Mike Bond in the sister car was getting dangerously close behind, in third place.

A firework display travelling along the track was the next sight to delight the crowd, and it turned out to be Protheroe, driving in quite briskly on three wheels and the offside front suspension! There was nothing that could be done, but he decided to drive over the line in this condition and qualify as a finisher. Next man in trouble was Peter Gammon, who was seen pushing his Courier in, up the long slope from Coram Curve. When he arrived at the pit he gasped out that there was no drive and this fault was diagnosed as a broken half-shaft—and Peter was leading the 1,600 c.c. class. Calls were sent out over the loudspeakers for a Morris Minor half-shaft to be

acquired—by fair means or foul!—and incredible to relate, Gammon was back in the race in less than 15 minutes! However, Mackenzie in the M.G.A had passed him, to take over the class lead, followed by Fergusson (Elva) and Chris Tooley (M.G.A).

Meanwhile Syd Hurrell, who had been lying third in the big car class with his TR3, came in complaining of a peculiarity in the steering. After much shaking and twisting of the front wheels by the pit crew, nothing was found amiss and he continued. However, he was soon back again, with the nearside front wheel looking like an old umbrella! Unfortunately the butt-ends of the broken spokes had jammed themselves in the hub splines and there was considerable difficulty in getting the damaged wheel off, but it was eventually changed and Hurrell resumed the race, some seven minutes down.

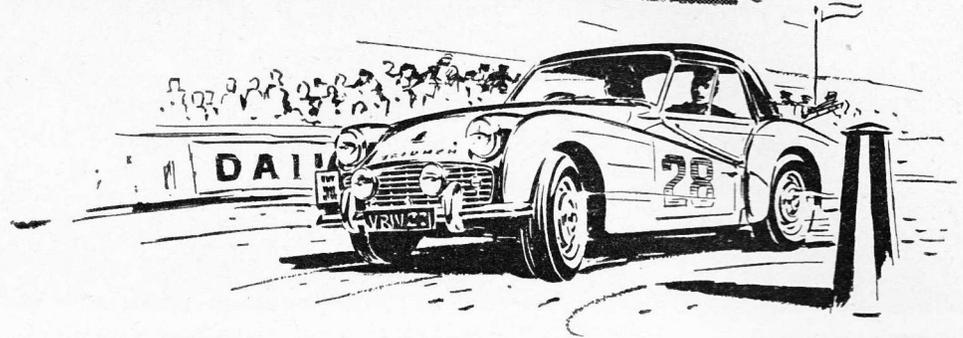
The race was now in its last half-hour and time was running out. The last agonies were experienced by Jameson (Berkeley), who came in to cure a misfire caused by a maladjusted contact-breaker, and Vincent (M.G.A), who had a fuel union come adrift and came in trailing petrol. Then poor Wilks's Nash began to misfire and with only three minutes to go he was seen pushing the car, in a state of near-collapse, to the refuelling bay—he had run dry! While some Esso was being splashed into the tank, Mike Bond, whose Nash had not missed a beat for the whole three hours, roared by, followed by Mackenzie!

At 7.30, Gregor Grant hung out the chequered flag and a maroon exploded

(Continued on page 500)



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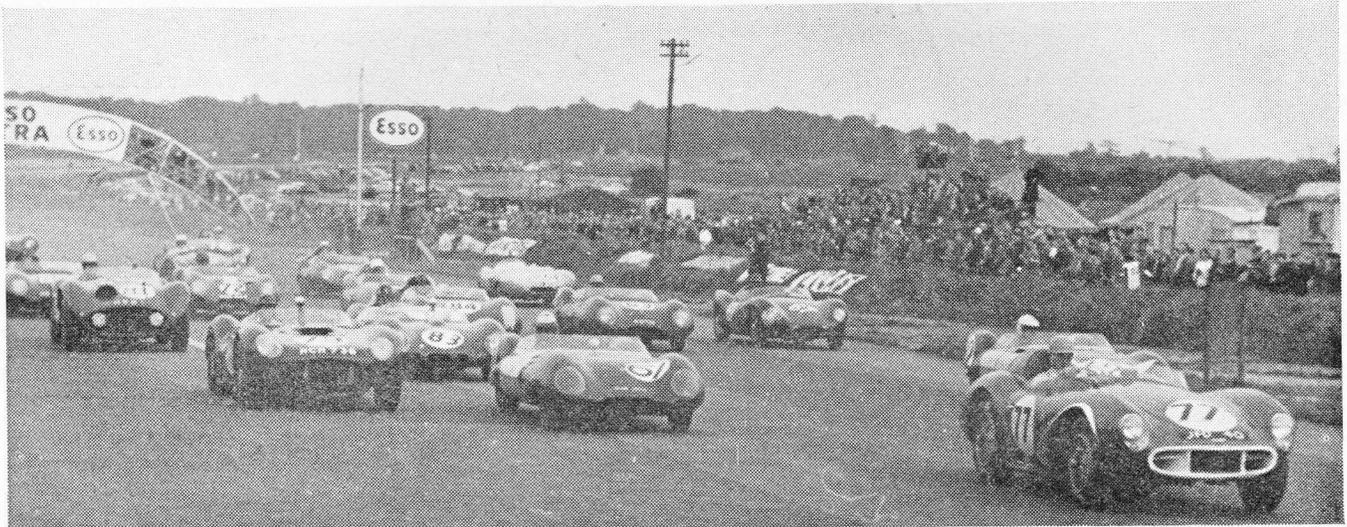


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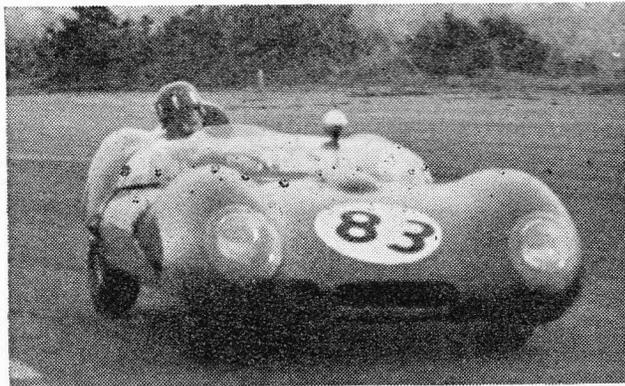
Snetterton—continued

in the sky to announce the end of a first-class Three Hours. It was hard luck on Protheroe and Walker, who had raced so well in the first two-thirds of the distance—but that's motor racing. Lawry had driven superbly and sensibly, and thoroughly deserved his win, while the two Nashes received a great ovation as Bond and Wilks came in second and fourth. John Gott, as R.A.C. Steward, was particularly delighted, for Bond's car is the one which John and Hal O'Hara Moore used to such good effect in several Alpine Rallies a few years ago—and it's still going strong. Wing Cdr. Mackenzie had driven very well in his M.G.A to finish a fine third,

WELL AWAY. John Dalton makes an excellent start in his DB3S and leads momentarily from Halford (Lister-Jaguar), Stacey (Lotus) and Ashdown (Lotus). Graham Hill (Lotus (83)) has made a bad start and is behind Halford and Stacey.

Allen's. . . . John Ogier more than doubled the supply for his chicken barbecue, and completely sold out; so did the Wimpy hamburger stand. . . . Refuelling arrangements were conducted by Reg Tanner of Esso. . . . The trade was well represented by Ferodo, Mintex, Lockheed, Dunlop, Castrol, Lucas, Champion and many others. . . . Dance band leader Neville Bishop's delightful

"Anchor Hotel" at Thetford was a popular rendezvous for racing men this year. . . . Honours for the best turn-out were equally divided between David Shale's Austin-Healey 100-Six, and John Dalton's Aston Martin DB3S, with Dick Jacobs's M.G.A "Twin-Cam" and John Lawry's Lotus Elite fractionally behind. . . . The circuit car was one of the "Brands Hatch" Riley One-Point-Fives, lent for the occasion by the B.M.C. Competitions Dept. . . . Prizes were presented at the "Doric" by the reigning Ladies' European Touring Champion, Mrs. Nancy Mitchell. . . . Bosch donated a spot-lamp to the winner of the "Three Hours". . . . Press liaison was by Robert Leapingwell and Frank Owens, with compilation of bulletins in the hands of AUTOSPORT staff, and David Pritchard. . . . Efficient scrutineering by A. Soanes and two aides was a feature. . . . Jim Russell's Racing Drivers' School exhibition was done by the pupils, unbeknown to Jim. . . . The new Speedwell "Day-glo" numbers made car-spotting a bit easier for General Loughborough and his team of timekeepers. . . . The ubiquitous "Scotch-lite" supplies most of the answers for course-marking at night.



★
IMPRESSIVE to say the least was Graham Hill's driving of the 2-litre Lotus (left). Bruce Halford (below) led for the first two laps but here at Riches Corner Hill is right on his tail and about to pass.

* * *
THE main event of the meeting, the AUTOSPORT "Three Hours" Race, was preceded by two other races, the first of which was a one-hour dice for G.T. and

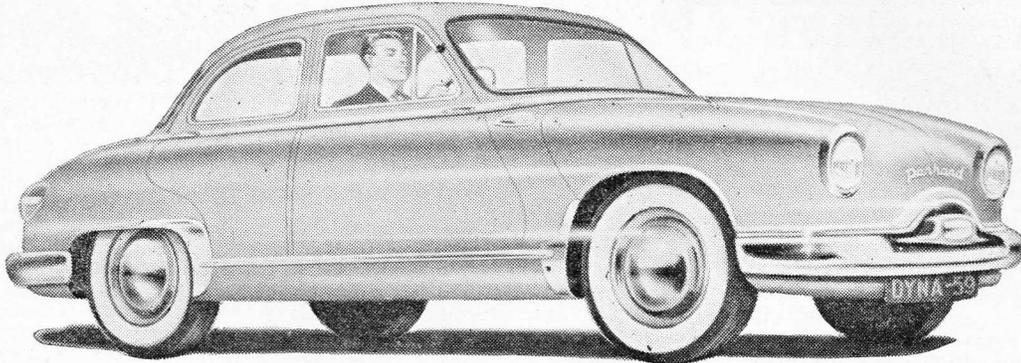
(Continued on page 504)

and Johnny Sprinzel had shown that a Sprite can go very rapidly indeed and give the Turners a run for their money. If that blue car had been ready in time to compete in the necessary number of qualifying events, the result of the Championship might have been a different one. However, Baldam and the other Turner drivers had driven consistently well throughout the season and they thoroughly deserved the pile of silverware they collected at the prize-giving!

* * *
CIRCUIT CHATTER: The R.A.C. was represented by John Gott and Dean Delamont; despite numerous vocal protests regarding AUTOSPORT regulations, only two were formally received—both were upheld. . . . John Bolster's commentary on the "Three Hours" was as popular as last year, as was Denis



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Club News

By CHRISTOPHER NIXON

WELL, boys and girls, it would appear that you can't get rid of me yet. Your usual informer, Martyn Watkins, has been feeling poorly for some time and eventually decided he'd be better off in bed. The poor lad can hardly lift a pint of ale to his lips; he deserves our sympathy.

THE Liverpool M.C.'s Bulletin for this month carries a very sensible editorial on the behaviour of competitors and non-competitors during rallies. Every now and again stories reach our ears of angry opposition to our sport from farmers. They wave firearms under the noses of competitors or lay a dirty great pole across the road (very obliging fellows these Poles, do anything for a fiver) to stop cars from proceeding on their way. On the face of it this seems highly unreasonable for most of the time the cars are on public highways. There are times, however, when private land is used and it only needs a couple of gates to be left open for a farmer to suffer financial loss. In towns and villages too, cars with unnecessarily loud exhausts can cause a lot of unpleasantness.

Whoever is to blame in these cases, the sport inevitably suffers and if rallying is to continue on the enormous scale that it at present enjoys we, the participants, must learn to conduct ourselves in a manner guaranteed not to arouse the ire of those who do not appreciate our form of sport.

THE Lancashire A.C.'s Whittaker Trophy Rally will take place on 6th/7th December. This event is open to all recognized clubs and entries must be in by 24th November. The fee is £2 and it should be sent to J. Taylor, Lancashire A.C., Sudell Cross, Blackburn. This event has been specifically designed to appeal to the novice as well as the expert and in fact the novice has the opportunity of carrying off the Premier Award. The start will be at 11.30 p.m., 6th December, from S. Isherwood, Ltd., Anchor Garage, Penny Street, Blackburn. . . . The Bristol A.C.M.C.'s Cross Trophy Rally is to be held on 1st/2nd November. This event is open to members of the Bristol M.C. and L.C.C., the Burnham-on-Sea M.C., the Dowty M.C., the M.G.C.C. (S.W. Centre), the Stroud and D.M.C., the Taunton M.C. and the 750 M.C. (Bristol Branch). The start will be at 10.31 p.m. from the Railway Hotel and Grove Garage, Patchway, Bristol. Entries close on 24th October and should be sent (fee £1) to M. E. A. Manning, Foresters, Silverhill, Rudgeway, Bristol. . . . May I remind you that Alan Hind is no longer Hon. Sec. of Southsea M.C. That post is now held by Brian Sheppard, of 9 Mulberry Avenue, Cosham, Portsmouth. . . . Next three events on the Loughborough Colleges M.C. are: 16th November, Treasure Hunt, 6 p.m.; 22nd, Night Rally; 10th December, Treasure Hunt and Christmas Party. . . . The Gosport Speed Trials, organized by the Gosport A.C., will be staged on 26th October at Eastney, Portsmouth, starting



"SEASON OF MISTS and yellow chromium . . ." someone once called the British autumn. Well, it's with us, but the sport will go on through the winter. Here K. H. James comes to a halt during the B.A.R.C. driving tests at New Brighton last Sunday.

at 12 noon. The following clubs have been invited: B.R.S.C.C., Brighton, Club Lotus, M.G.C.C., B.A.R.C., 750 M.C., Aston Martin O.C., Worthing, Guildford, Vintage, Midland A.C., Bognor Regis, Southsea, Bugatti, A.C.S.M.C., 250 M.C., Chichester, West Hants and Dorset, Hants and Berks. Entries (fee 30s.) must be sent to K. B. Salmon, 8 Hall Court, Shedfield, nr. Fareham, Hants, before 20th October. . . . The Coventry and Warwickshire M.C.'s M.C.C. Cup Night Rally will take place on 1st/2nd November. Start 10 p.m., Martins Garage, Coventry. . . . The Shenstone and D.C.C. will hold their

bac, Lancashire and Cheshire C.C. . . . The Bristol M.C. and L.C.C.'s trial scheduled for 2nd November has been brought forward to 26th October and will take the form of a challenge trial with the Burnham-on-Sea M.C. The club's Roy Fedden Trophy Trial will be held on 18th November, starting at 10.30 a.m. at Lulsgale Airport. The event is open to members of the Kentish Border C.C., Sunbac, Southsea M.C., London M.C., Hants and Berks M.C., Association of S.W. Motor Clubs and persons eligible for the R.A.C. Trials Championship. Regs. may be had from M. E. Dunscombe, 18, Red House Lane, Westbury-on-Trym, Bristol. Entries close 10th November. . . . The Circle C.C.'s Ninth Annual Rally will be held on 16th November. Start will be from the Anglers Hotel (sounds fishy), Egham, at 11 a.m. The following clubs have been invited: the Advertising M.C., B.A.R.C., Combined Universities M.C., Guildford M.C., Mid-Thames C.C., Bugatti O.C., Brent Vale M.C., East Surrey M.C., Horsham and D.M.C. and L.C.C., Motor Cycling Club and the North London E.C.C. Entries close 11th November and should be sent to R. C. Boucher, 29 Barn Hill, Wembley Park, Middlesex. . . . The Lindsey A.C.'s Goathland Weekend Rally (18th/19th October) will start at 7.30 p.m. from Mallayan Sport Hotel H.Q. . . . Another reminder: the Inter-Varsity Rally of the Combined Universities M.C. is on 25th/26th October. Entries close 20th October and should be sent to J. H. Walker, 39 Queen's Road, Jesmond, Newcastle 2. . . . The following have been invited to compete in the Evesham A.C.'s Wakefield Rally, which starts at 11 a.m. from the Crown Hotel, Hallow, nr. Worcester, on 26th October: Bugatti O.C., Birmingham Y.C.M.C., Bristol M.C. and L.C.C., Burnham-on-Sea M.C., Cheltenham M.C., Coventry C.C., Dowty M.C., Midland A.C., Northampton and D.C.C., Pathfinders and Derby M.C., Sunbac, Wolverhampton and S. Staffs M.C. and Worcestershire A.C. . . . The Old Merchant Taylors' M.C.'s sixth annual Firework Rally will take place on 8th November, starting from Batchworth Heath, nr. Rickmansworth, Herts, at 5.30 p.m. There is a slight correction

Coming Attractions

October 19th. Moroccan Grand Prix, Casablanca.

Seven - Fifty M.C. Hill - Climb, Blandford Camp, Dorset. Start, 1 p.m.

Romford E.C.C. Driving Tests, Warley Barracks, Brentwood. Start, 2 p.m.

Sunbac Vesey Cup Production Car Trial.

B.A.R.C./Yorkshire S.C.C. Greenwood Cup Production Car Trial.

October 22nd-November 1st. London Motor Show, Earls Court.

October 26th. London M.C. Sprint, Brands Hatch, near Farningham, Kent.

Huddersfield M.C. Driving Tests, Dewsbury, Yorks.

Herefordshire M.C./Hagley D.L. C.C. Driving Tests, Vono Works, Tipton, Staffs.

Chase Trophy Trial on 2nd November, starting at 10 a.m. from the George Hotel, Lichfield. Entries (fee 25s.) close 28th October and should be sent to G. W. Aston, 28 Belwell Lane, Four Oaks. The invited clubs are: B.A.R.C. (Yorks), Hagley and D.L.C.C., Leicester C.C., Maidstone and Mid-Kent M.C., North Midland M.C., Yorkshire S.C.C., Mid-Cheshire M.C., Peterborough M.C., Sheffield and Hallamshire M.C., Shenstone and D.C.C., Southsea M.C., Sun-

Stop Press: The Jaguar D.C. Harleyford hill-climb scheduled for Sunday (19th) has been cancelled, due to flooding.

(Continued on page 505)

CORRESPONDENCE

TV and Motor Racing

I WONDER if Messrs. Jones and Walker, in criticizing the B.B.C., really imagine that the people in charge are deliberately keeping motor racing off the television screen in the face of the overwhelming desires of the sporting public. In view of the great rivalry between B.B.C. and I.T.V., does any rational reader really imagine that if a national interest in motor racing existed, it would not be catered for?

For any person to put motor racing on the same popularity level as football betrays a schoolboy intellect. Compare the percentages of newspaper coverage given to each sport.

Does anyone consider that the interest in motor racing is sharpened by watching an event on TV? For sheer dullness and boredom TV motor racing is unsurpassed.

John Sprinzel gives the answer to your correspondents on the same page. The whole attraction of a game is being able to participate, and in "real" racing you can't.

The Walter Mittys of the car world may dream of the World Championship, but Joe Public is more realistic, and football kit doesn't cost £5,000.

Motor racing after all is merely a procession of cars past a given point at wide intervals. Very confusing to spectators and race officials alike. The only people who can be said to enjoy racing are the drivers and the few men connected with them.

Thank the B.B.C. that they do not put more racing on TV. The customer might get around to wondering if what he puts up with to see motor racing and what he gets for his money is worth while.

R. FERRARI.

LONDON, W.C.2.

Is 50 Years Too Old?

A PART from the rain, we (three readers of AUTOSPORT) enjoyed quite a fine meeting of the Bentley and Jaguar Drivers' Club at Silverstone.

We always admire Duncan Hamilton's driving, and the conditions were, of course, admirable for him. In consequence he gave us a fine demonstration of cornering in the wet.

To us, however, it was amazing the way in which George Jopp handled his 2.4 Jaguar, and who so easily left the field to win the race. He deserved the ovation he received. Mainly, no doubt, because of his age, which we understand is 58 years.

This rather discounts the theory published in another magazine earlier this year that nerves and reflexes leave a man when he is over 50.

A. N. BURNETT.

LONDON, W.2.

Snetterton Incident

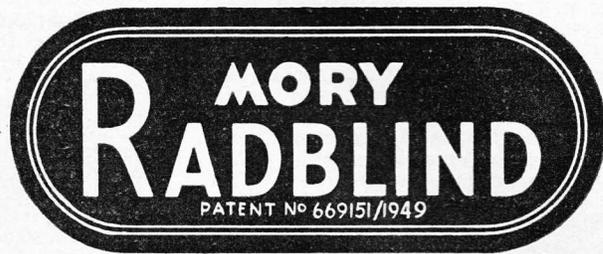
I FEEL I must protest quite strongly about the action taken by one of the course cars at Snetterton on Saturday during the Sport Racing Car Event, when unfortunately an 1,100 c.c. Lotus crashed at Coram Curve and burst into flames. From where I was standing in the pits, it was quite clear to see that there were marshals on the spot almost immediately to help the driver, when to my horror I saw the course car swing on to the circuit and drive to the accident in the opposite direction to the cars competing. Whilst understanding the natural desire to get to the scene of the accident as quickly as possible, these people must bear in mind the terrible risk that their thoughtless action places before themselves and the competing drivers. As one of our leading drivers has already suffered by this practice abroad this year, I feel we should do our best to stop it happening here.

RON RICHARDSON.

LONDON, E.4.

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

Don't muff it! fit a

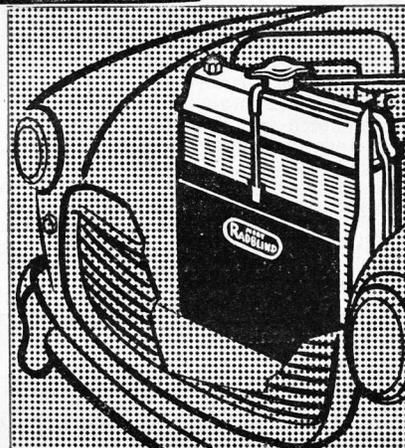


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Snetterton—continued

Special Series Saloon Cars. Entering into the fray were all the usual names with their usual mounts. John Coombs had hoped to have Tony Brooks drive his 3.4 Jaguar, but unfortunately the Casablanca authorities did not approve and so Tony was a non-starter. A great pity this.

Tommy Sopwith had water on the knee and so had a runner for the Le Mans start. First away was David Shale in his Austin-Healey. Sopwith, having got into his car, appeared to engage reverse gear and nearly did a disappearing act into the paddock! This notwithstanding he was third at the end of the first lap, behind Shale and Sir Gawaine Baillie (3.4 Jaguar). Behind this trio came R. F. North (TR2), R. A. Brightman (Aceca) and A. T. Foster (M.G.A.). By the second lap Sopwith had moved into the lead and Jack Sears (Austin-Healey), after a slow start, had fought his way to sixth spot.

R. A. Brightman was driving his red Aceca with considerable verve and on lap four passed Baillie into third position. Bruno Ferrari, too, in the very pretty little Alfa Romeo Spider was going great guns. Next time round and Baillie had re-passed Brightman and Jack Sears, going like a rocket, had passed both of them and was in hot pursuit of Shale. On lap six M. Lucia pulled his TR3 into the pits and retired with a clutch which wouldn't. One lap later and Brightman, going like the clappers, was back in front of Sears. This our Jack could not allow and he passed the Aceca and got to grips with Shale. For the next four laps we were treated to a real ding-dong between these two, Shale just managing to keep Sears at bay. He could not hold him, however, and on lap 12 Jack went into second spot behind Sopwith.

The exhaust system of Brightman's car was seen to be adrift and he was duly given the black flag and he drew into the pits. After a 6 mins. halt he was away again *sans* pipes. This, however, was his undoing as the stewards deemed that his exodus had been rather careless and therefore a danger to other competitors. He was, therefore, black flagged again and disqualified.

It was about this time that Peter Jopp had to abandon ship. The nearside front tyre of his 2.4 Jaguar shed its tread and he was forced to retire. H. G. Walldorff had a nasty moment also when his overdrive seized as he

was negotiating the Esses. He put the car into neutral and came to a halt but not before he had mown down a goodly number of marker drums!

On the last lap Dick Fitzwilliam called into his pit with the M.G.A.'s header tank u/s. Henry Taylor in his Raymond Way Zephyr had the misfortune to run out of petrol and he too visited the pit for more of the necessary liquid. Both he and Fitzwilliam finished of course.

And so the race ran out to its close. Jack Sears, keeping up his relentless pressure on Sopwith, managed to narrow the gap but Tommy was unflurried and crossed the line to win by 9 secs. from the Austin-Healey. David Shale was a good third some 45 secs. behind Sears. R. F. North (TR2) won class B, ahead of A. T. Foster (M.G.A) and L. J. Coe (TR3). Bruno Ferrari won class A in the fleet little Alfa and Johnny Sprinzel was second in the A35.

Event 1. Scratch race of one hour duration for G.T. and special series saloon cars. Up to 1,300 c.c.: 1, B. Ferrari (Alfa Romeo Spider), 70.52 m.p.h.; 2, J. H. Gaston (Sprite); 3, J. Sprinzel (A35). **1,300-2,000 c.c.:** 1, R. F. North (TR2), 76.53 m.p.h.; 2, A. T. Foster (M.G.A.); 3, L. J. Coe (TR3). **Over 2,000 c.c.:** 1, T. E. B. Sopwith (3.4 Jaguar), 78.85 m.p.h.; 2, J. G. Sears (Austin-Healey); 3, D. S. Shale (Austin-Healey).

The second race of the day was a 10-lapper for sports cars. The field comprised Lotuses too numerous to mention, a Lister-Jaguar (Halford), a DB3S (John Dalton), an H.W.M.-Jaguar (John Bekaert), a D-type (Peter Mould), an Elva, a couple of Tojeiros and an A.C.-Bristol. In practice Bruce Halford and Graham Hill (2-litre Lotus) had both lapped in 1 min. 46 secs. Alan Stacey in an 1,100 c.c. Lotus returned a fantastic 1 min. 48 secs. Next fastest was John Dalton in 1 min. 50.6 secs.

Practically every car on the grid was creeping forward as the flag fell and it was Dalton in the '3S who rocketed into the lead. Not for long, however. As the field roared by at the end of the first lap it was Halford first with a good lead from Graham Hill. Next came Stacey and then Dalton, Keith Hall (Lotus) and John Bekaert. A long way behind the field came Peter Mould. His Jaguar had lost all its oil pressure and he pulled straight into the paddock to retire.

Lap two and Hill had closed right up on Halford and passed him in front of the pits next time round. For the next three laps the order of the first five remained the same. Ashdown in another 1,100 Lotus passed Bekaert on lap

five into sixth spot. The latter seemed to be suffering from lack of brakes and at times looked extremely dicey.

David Piper and R. N. Prior (both Lotuses) were going round as if tied together. Poor Piper had had an oil pipe break completely in practice. The result was that his engine was covered in oil but luckily suffered no damage and he was able to compete in the race after repairing the pipe.

On lap seven John Dalton left his braking late at the end of Norwich straight. Consequently he had to take the bend wide. Taking advantage of this the two Lotuses of Hall and Ashdown nipped through into fifth and sixth places. During the next tour Heath (Lotus) hit a drum in the Esses and retired.

Hill ran off the remaining three laps at impressive speed and he crossed the line 1.6 secs. ahead of Bruce Halford. Third was Alan Stacey after the sort of unspectacular but nevertheless impressive display of driving we have come to expect from him. When do we see him in a Grand Prix car Mr. Chapman? Hall and Ashdown were fourth and fifth, Dalton sixth, Bekaert seventh and Piper and Prior, still nose to tail, eighth and ninth.

Event 2. 10 lap scratch race for sports cars. Up to 1,100 c.c.: 1, A. Stacey (Lotus), 89.50 m.p.h.; 2, K. Hall (Lotus); 3, R. Ashdown (Lotus). **Fastest lap:** Stacey, 90.67 m.p.h. **Over 1,100 c.c.:** 1, G. Hill (Lotus), 91.63 m.p.h.; 2, B. Halford (Lister-Jaguar); 3, J. Dalton (Aston Martin). **Fastest lap:** Hill, 93.82 m.p.h.



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Club News—continued

to the regs., viz.: "No mileometers' readings will be taken this year and accordingly there can be no mileage penalty as indicated under *Marking*". Unfortunately, Mr. Connelly, your regs. do not tell me who is eligible for this event. Perhaps you could inform me in time for next week's issue. . . . On 26th October the **London M.C.** stage their Brands Hatch Sprint Meeting. This is a closed event starting at 1 p.m. . . . The **Plymouth M.C.'s** Mancunian Rally will be held on 8th/9th November. Start is at 11 p.m. from Turnbull's Garage, Ltd., Breton Side, Plymouth. . . . The **Leicestershire C.C.** will hold a Closed Sporting Trial for Production Cars on 26th October at Kings Hill, nr. Uppingham, at 11.30 a.m. . . . The **Stockton and D.M.C.** hold their Committee Cup Rally on 19th October. This is a closed event starting from Yarm Town Hall at 10.30 a.m.

TRIUMPH SPORTS OWNERS' ASSOCIATION

THE new South Midlands branch of the Triumph Sports Owners' Association is now very much alive, under the leadership of Dick James and fellow TR enthusiasts. On Wednesday, 24th September, the section had its first annual dinner at the Saxon Mill Restaurant, Guys Cliff, near Warwick. This was arranged by Pauline Mayman, one of the most prominent competition members, and new holder of the Prescott ladies' record. In the "audience" were to be seen Denis O'M. Taylor and Lou Tracey, first to realize the possibilities of the small Standard in rallies. Guest of honour was the

Editor of AUTOSPORT who proposed the toast of the new organization which, as Dick James stressed, is not interested in promoting competitive events, but in supporting them and maintaining the social side of motoring sport.

B.A.R.C. NORTH-WESTERN CENTRE AUTUMN DRIVING TESTS

HELD at New Brighton, Cheshire, on Sunday, 12th October, where by courtesy of the Wallasey Corporation, the huge swimming pool's sunken car park was used. An entry of over 40 competitors tackled a series of eight complicated tests for overall and class trophies. So vast was the available space that two tests could be comfortably run off at once, while the terraces were thronged with spectators who witnessed a good afternoon's sport.

FRANCIS PENN.

Results

Overall Winner: W. B. Holland (TR3), 26 marks. **Second:** K. H. James (Riley), 37. **Third:** D. R. Smith (Rapier), 51. **Fourth:** B. J. Warr (Anglia), 70.

Class A: C. J. Kay (Morris); **Class B:** B. J. Warr (Anglia); **Class C:** K. H. James (Riley); **Class D:** G. K. Armstrong (Consul); **Class E:** G. Hoyle (Morgan); **Class F:** C. Mudie (Jones Spl.).

LONDON M.C.

THE London Motor Club's Sprint Meeting to be held at Brands Hatch on Sunday, 26th October, 1958, will be run in the reverse direction on the circuit.

Clerk of the Course, Dennis Dent, has taken heed of the opinions of many drivers who prefer to run anti-clockwise than clockwise at Brands. At least it will put an unusual handicap on those who know the track the "right" way round.

Entries are coming in fast and a large entry will test to the utmost the London Motor Club's reputation for good organization if the event is to be completed before the early October darkness.

All particulars are available from the secretary of the meeting, Miss M. E. Miles, 8-12 Minerva Road, London, N.W.10. Entries close on Friday, 17th October.

Recent Results

COVENTRY AND WARWICKSHIRE M.C.

Hill-Climb, 21st September

B.T.D.: R. B. James (Cooper-Norton), 39.91 s. **B.T.D. by Member of Promoting Club:** R. B. James. **Second B.T.D.:** J. Randles (Lister-Bristol), 40.11 s. **B.T.D. by Lady Competitor:** Miss E. Miller (M.G.A.), 45.57 s. **B.T.D. by Lady Competitor of Promoting Club:** Miss E. Miller. **Ireland Rose Bowl:** G. March (Mezzolitre). **B.T. by Lady Member over 3 meetings:** Miss E. Miller.

Class 1, Saloon Cars, up to 1,200 c.c.: J. H. Parkin (Renault Dauphine), 45.75 s. **Class 2, 1,200-1,600 c.c.:** J. H. Parkin (Renault Dauphine), 45.89 s. **Class 4, over 1,600 c.c.:** J. H. Parkin (Renault Dauphine), 45.49 s. **Class 5, 750 c.c. Austins:** P. A. Cross, 44.28 s. **Class 6, Sports Cars, up to 1,200 c.c.:** E. Malkin Hughes (Ford), 42.55 s. **Class 7, 1,200-1,500 c.c.:** C. B. Harding (M.G.), 42.78 s. **Class 8, 1,500-2,000 c.c.:** J. C. Edwards (Morgan Plus 4), 43.57 s. **Class 9, over 2,000 c.c.:** M. J. L. Brook (Austin-Healey), 42.52 s. **Class 10, Sports-Racing Cars, up to 1,500 c.c.:** E. Hunt (Lotus-M.G.), 42.16 s. **Class 11, over 1,500 c.c.:** J. Randles (Lister-Bristol), 40.11 s. **Class 12, Formula 3, 500 c.c. Racing Cars:** R. B. James (Cooper-Norton), 39.91 s.

WATERLOO AND D.M.C.

Waterloo Cup Rally, 5th October

Best Performance: R. H. Shaw (Triumph TR2), 266 pts. lost (Navigator, W. Durman). **Second Best Performance:** E. H. Brook (Morris 1000), 751 pts. lost (Navigator, N. Swindell). **Third Best Performance:** P. R. J. Harding (Ford), 977 pts. lost (Navigator, G. Fanning). **Best "Waterloo" Member:** R. H. Shaw (Navigator, W. Durman). **Best Team:** Team "J", "The Hopefuls"—R. H. Shaw/W. Durman and A. S. Sowden/Miss N. Dixon.

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Rudds have a selection of ACE-BRISTOLS, including one 1954 Ace-Bristol at £1,185. Also new 1959 series 2-seater for delivery 28th Oct.—41 High Street, Worthing 7773-4.

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AUSTIN-HEALEY 100, 1954. Wireless, heater, overdrive. Good condition all round. £590.—D. L. Hudson, Newburgh House, Winchester.

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XK 140 DROPHEAD, 1955, radio, heater, overdrive, underseal, spotlight, spotlights, 32,000 recorded miles, unmarked. £925. Hire purchase, part exchange. Three months written guarantee.—201 Stockwell Road, Brixton. Tel.: Brixton 9498.

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SPECIAL ANNOUNCEMENT

All copy for Classified Advertisements MUST reach this office by

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LOTUS XI LE MANS, Late 1957

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LOTUS-CLIMAX Six 1100 de Dion; 19 events, 15 places.—Tallis, Lensbury, Teddington.

LOTUS Mk. VI replica 1172 formula, professionally built, ready for road or track. £340.—Box 2910.

LOTUS Le Mans XI. Complete less front cowling. New 1,460 c.c. engine fitted, Disc brakes. £900 o.n.o.—Power Unit Engineering, Ltd., Burmantofts Works, Torre Road, Leeds 9. Telephone: Leeds 21751/2.

LOTUS XI, driven by David Brough, is now available for immediate sale. Silverstone Club 1.11 secs., Mallory Park 56.6 secs. Probably one of the fastest 1,100 c.c.s in the country. £1,000 o.n.o. Hire purchase facilities available, any car taken in part exchange.—Wollaton Service Station (1958), Ltd., Trowell Road Wollaton, Nottingham. Telephone: Nottingham 77519.

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1957 LOTUS Mark XI Le Mans, Stage II Climax, Appendix C, with Lotus trailer, hood, etc., Weber carburetors. £1,200.—The Tourist Trophy Garage, Ltd., East Street, Farnham, Surrey. Phone: Farnham 5363.

M.G.

U.M. HAVE THE LARGEST STOCK OF M.G. M.G. spares in the country outside of the M.G. factory.—University Motors, Ltd., 7 Hertford Street, London, W.1. Grosvenor 4141.

M.G.—Ford Special, based 1932 M.G. chassis, Ford 10 engine. Must sell, pity, patter of small feet. £120.—Bartram, 12 Hind Avenue, Breaston, Derby.

(continued overleaf)

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shockers, radiator blind. £587 10s.—"Balaton",
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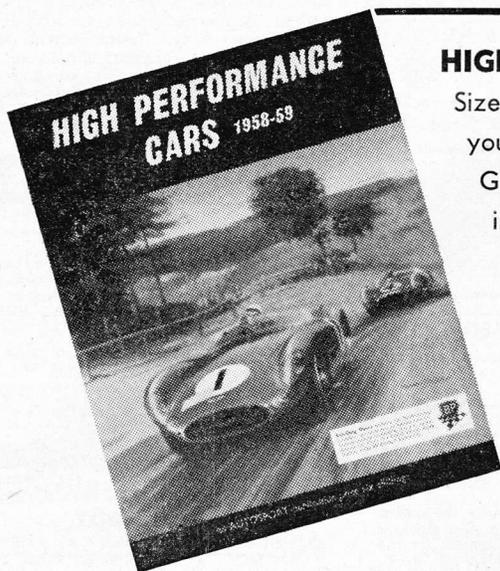
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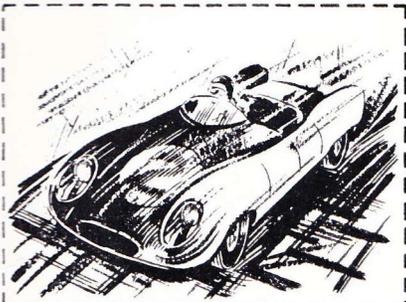
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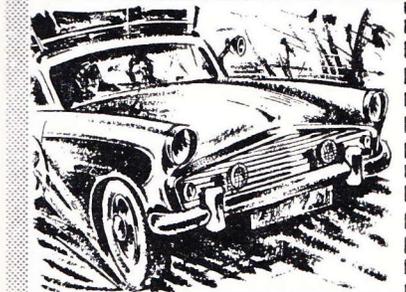
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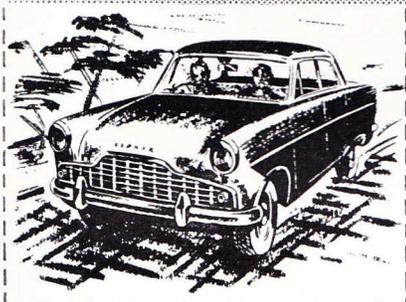


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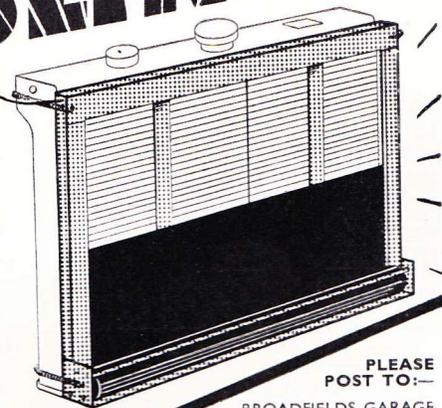
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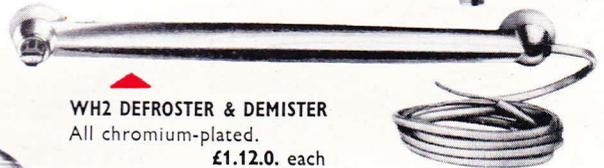
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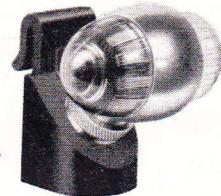


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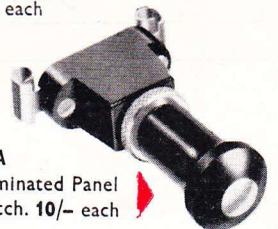
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