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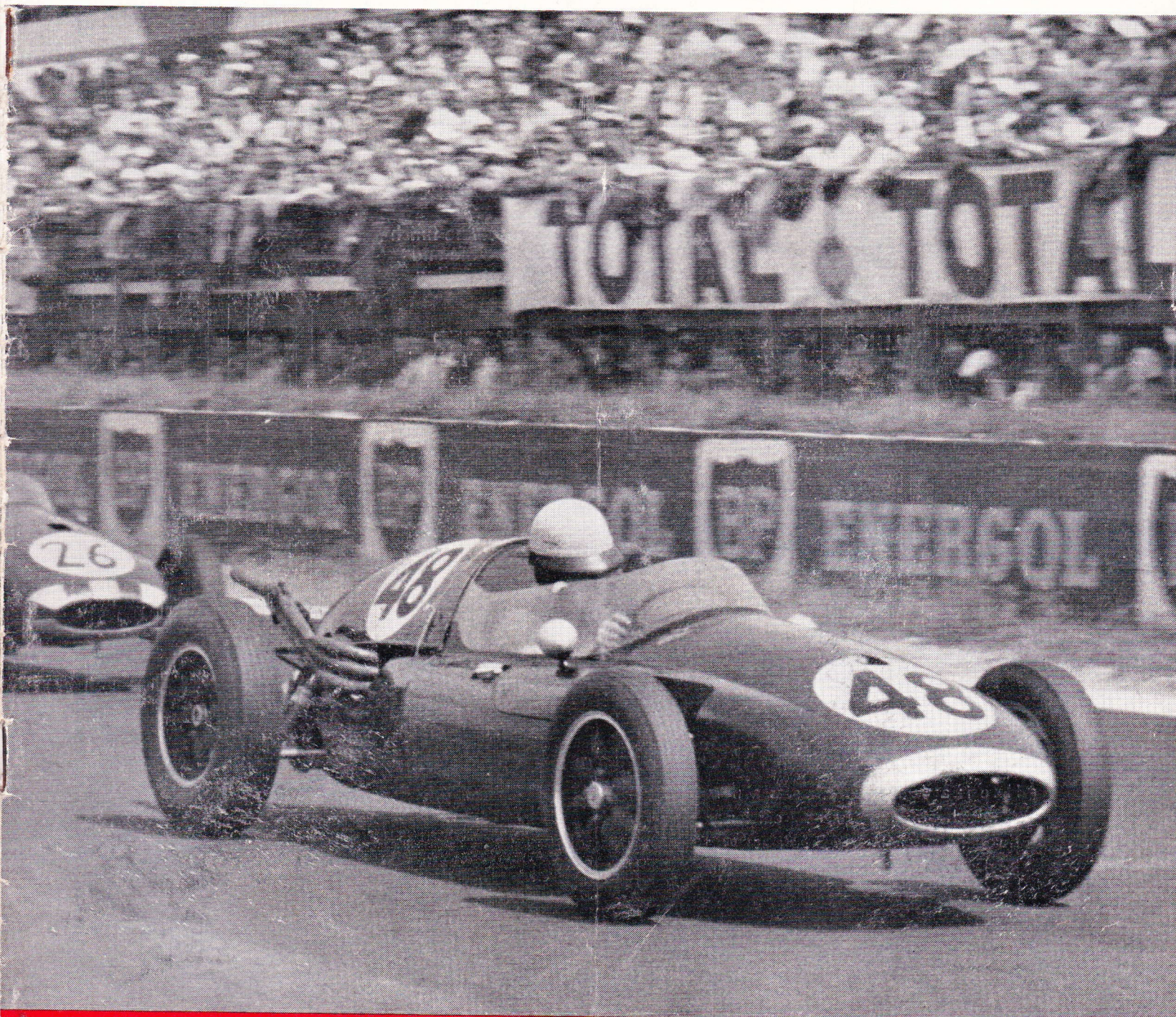
JANUARY 9, 1959

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Vol. 18 No. 2

BRITAIN'S MOTOR SPORTING WEEKLY

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



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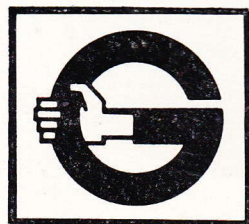
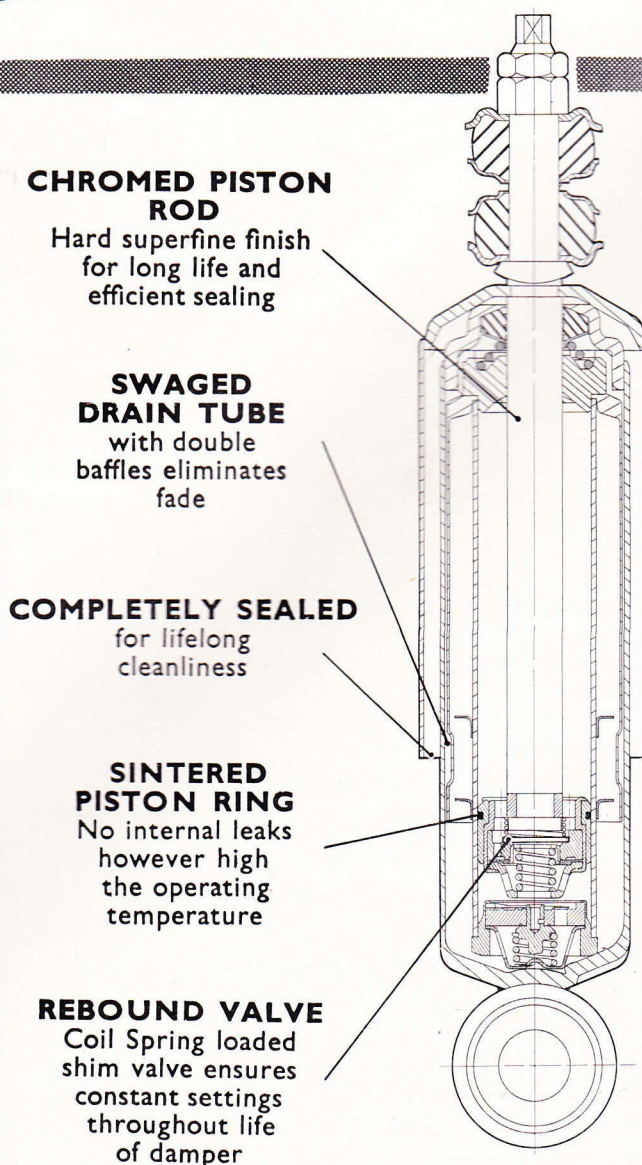
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Vol. 18 No. 2

January 9, 1959

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EDITORIAL

FORMULA 2

THE present Formula 2 has, for the most part, all the ingredients that would be acceptable to many constructors for the 1961 formula. With no minimum weight limit to hamper designers, progress in this field has been exceptionally rapid, resulting in cars which, on certain circuits, can equal the performance of 2½-litre machines. New alloys are becoming available which are light in weight and have tremendous tensile strength. Surely it is a retrograde step to deny the use of these materials to formula designers and constructors? Power-weight should always be the guiding factor in every branch of automobile engineering, and it is evident that insistence on a fairly heavy chassis imposes a severe handicap on engineers who cannot see the point of producing high-performance vehicles in which valuable power is frittered away propelling quite unnecessary weight along. The aircraft industry learned that lesson many years ago, and it is now being applied to modern rocket-propelled projectiles. Strength cannot necessarily be obtained through weight: present-day scientific knowledge has resulted in extremely light structures which are as rigid as any of the traditional "chassis". The all-steel method of construction with no basic frame is almost universal in production cars, but steel could quite easily be replaced by other materials having equal, if not more, strength. Motor racing has caused the development and eventual use of many innovations, and, given the opportunity, the normal road car of the future could have a remarkable performance, and of course economy, using a small-capacity engine. The day of the massively built motor vehicle is approaching its end, to be replaced by cars with a power-weight ratio formerly obtainable only on sports-racing and formula machines. The existence of a Grand Prix formula which encouraged the use of light and strong materials would provide an invaluable laboratory for the designers of the production cars of tomorrow.

UNRESTRICTED—"ON TRUST"

USERS of Britain's motor roads of the future may find that the authorities will seek to impose a speed limit—as is already general practice in the U.S.A. Apart from those in urban areas, there is at present no speed limit at all on our highways, and it seems strange that there are those who would like to single out for irksome restriction those roads specifically designed for fast-moving traffic. It can only be said that road users in the U.K. remain unrestricted "on trust" and that if a series of accidents were to occur on any section of a motor-road due to proved excessive speed, then there would soon be "questions in the House" concerning the imposition of a limit.

OUR COVER PICTURE

A REDOUBTABLE COMBINATION of Formula 2 Cooper and the young New Zealand driver, Bruce McLaren, gives us our cover picture this week, when we survey the past season's F2 racing. To John Cooper, builder of the car, went the Constructor's Championship, while McLaren performed magnificently.

SPORTS NEWS

SIR WILLIAM ROOTES was created a baron in the recent New Year's Honours List, and Stirling Moss received an O.B.E.

FAIRTHORPE ELECTRON MINORS will probably be driven in the 1959 AUTOSPORT Championship by John Green, Peter Butt and Frank Collins.

NEW LE MANS FORMULA

1ère Coupe Annuelle à l'Indice au Rendement Énergétique

(First Annual Cup on the Index of Power Output)

ALL competitors who start in the 27th Grand Prix d'Endurance and complete the minimum distance required by the regulations, will be eligible to compete for the first annual cup to be won on an Index of Power Output.

The Index shall be calculated as a function of:

1. The average speed for the whole 24 hours.
2. The weight of the car.
3. The actual consumption of fuel per 100 km.

(Note: In France, fuel consumption is always measured in litres per 100 km.)

Classification and Qualification

In order to be classified, it is necessary for each car to stay in the race for 24 hours, to have accomplished the minimum distance imposed, and to complete the last lap under the conditions imposed by the regulations.

The Index of Power Output (Ir) shall be calculated in the following manner:

$$Ir = \frac{Em}{Er}$$

Em being the number given by the formula.

$$Em = \frac{P+100}{200} + \frac{V}{16} + \frac{(V-100)^2}{500} + \frac{(V-140)^3}{12,000}$$

V being the average speed of the car for the 24 hours.

P being the weight of the car in kilograms; the weighing takes place without any tools on board, the petrol tank empty, but with the full amount of oil and water, and the spare wheel on board.

Er being the actual consumption per 100 kilometres of the car.

This formula shall be applied without modification

- (a) To cars with supercharged engines.
- (b) To turbine cars.

ANOTHER presentation for Mike Hawthorn—this time the Guild of Motoring Writers' "Driver of the Year" award. Left to right are Sydney Henschel, Alex Bruce, Laurie Cade, Mike Hawthorn and Tommy Wisdom.



MONTE TRIO: Greg Cusack and Eddie Perkins pose beside the Porsche in which they will compete in the Monte Carlo Rally. Perkins and Cusack came first and second in the Mobilgas "Round Australia" Trial last year and won an entry for the Monte.

WHERE TO SEE THE "EXETER"

THIS week-end sees the M.C.C.'s classic annual Exeter Trial, which starts on 9th January from the Peggy Bedford Hotel, Longford, Middlesex, the Guildhall car park, Launceston, and the Queen and Castle Hotel, Kenilworth. Starting time is 10 p.m., except at Kenilworth, where it has been advanced to 9.20 p.m.

Many of the traditional and famous trials hills are included in this event and below is a list of those being used, with the scheduled time of arrival of the first competitor: the "field" will arrive from then until about 4½ hours later.

Pin Hill (near Honiton) 3.40 a.m., 10th January; Tillerton (Tedburn St. Mary) 6.40 a.m.; Fingle Bridge (Drewsteignton) 7.00 a.m.; Simms (Ilsington) 7.50 a.m.; Stretes (Ottery St. Mary) 9.20 a.m.; Harcombe 9.40 a.m.; Waterloo (Colyford) 9.50 a.m.; Meerhay (Beaminster) 11.10 a.m.; Knowle Lane (Bridport) 11.40 a.m.

The finish is at the Gloucester Hotel, Weymouth, and the first car should arrive at 12.30 p.m.

WINE AND DINE DEPT.

SUNDAY, 21st December, the B.A.R.C. (North-West Centre) gave a Hot Pot Supper at the Park Hotel, Netherton, to some 100 or so members and friends. Then through the stout effort of racing conductor Jock Sinclair we had a very fine film show, consisting of the Vanwall victory, 1958 Le Mans, 1958 Grand Prix of G.B. and the Mercedes film, "Pioneers of Progress", the party breaking up much later than was expected!

F. N. P.

THE production engine in the Ferrari Dino 196 has a single o.h.c. for each block, and not 2-o.h.c. as we reported in our issue of 26th December.



THIS SPECTACULAR PHOTOGRAPH was taken by a Daily Herald photographer when Jean Behra's B.R.M. crashed into the chicane during the Glover Trophy at Goodwood last Easter Monday. This photo won an award in the recent Encyclopædia Britannica Press Photography Competition.

F. S. BENNETT

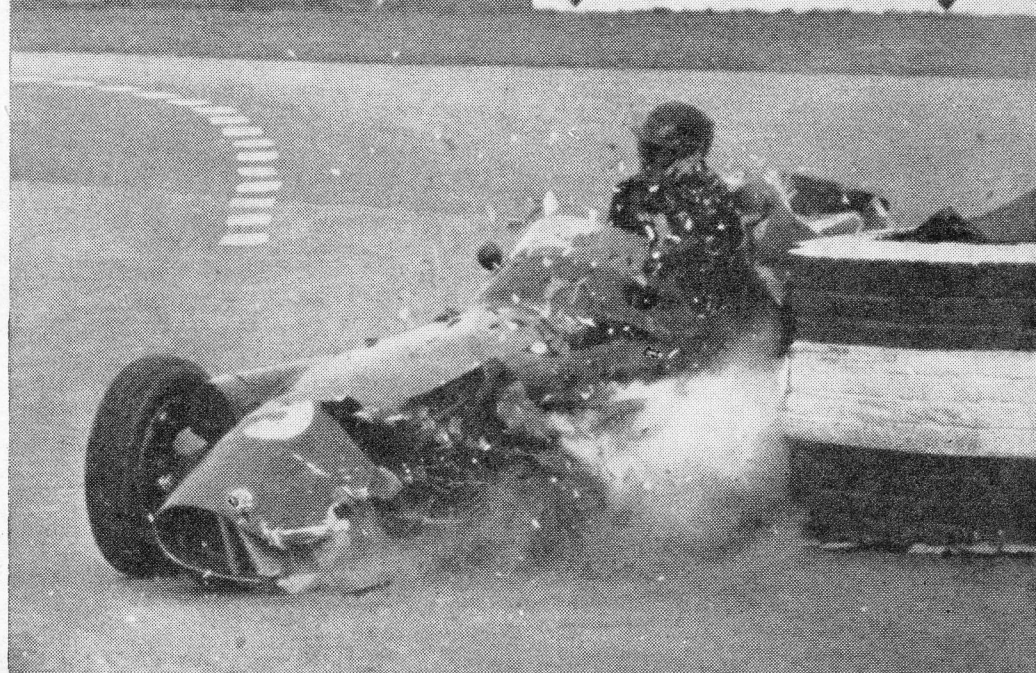
THE death has occurred at the age of 84 of Frederic Stanley Bennett, M.I.Mech.E., F.I.M.I., one of this country's best-known veteran motorists. His name will always be connected with Cadillacs, and indeed he was responsible for introducing the make to Great Britain in 1909. He was twice awarded the Dewar Trophy by the R.A.C., first for an observed 500 miles test of three Cadillacs, and then for the introduction of the electric starter motor to the European market. Mr. Bennett competed annually in the Brighton Run with a 1903 Cadillac, and did a 1,000 miles run in the car in 1953, to repeat a demonstration run in the same vehicle which he completed 50 years earlier.

MAURICE TOULMIN

WE regret to report the death of Maurice Toulmin, prominent in the world of motoring sport. He was a member of the R.A.C. Competitions Committee, and past chairman and then president of the British Trials and Rally Drivers' Association. He was also president of the Lancashire A.C.

Maurice had a great reputation pre-war as a trials driver, and was leader of the famous M.G. team of "Cream Crackers", which competed regularly against Singers and Austins, in the days when works backing was available for sporting trials. Maurice Toulmin's vast experience in actual competitions was a great asset to the organizational and administrative side of the sport.

Maurice served with the R.A.F. during the war, and in civil life was in the newspaper business as general manager of the *Lancashire Evening Post*. He was 53 years of age. To Mrs. Toulmin and his family AUTOSPORT offers its deepest sympathy.



MAURICE TOULMIN

MONOPOSTO REGISTER

THE first annual general meeting of the Monoposto Register will be held on Wednesday, 14th January, at the "Mason's Arms", Maddox Street, London, W.1, starting at 7.30 p.m.

It will be remembered that it was here that the first open meeting was held in March, 1957, from which the Register grew into its present form.

The Register committee will be present in force to give a report upon its activities and it is hoped that members who are building cars will be able to describe their progress.

A cordial invitation to attend is extended to all members and anyone interested in the single-seater racing formula for the impecunious clubman.

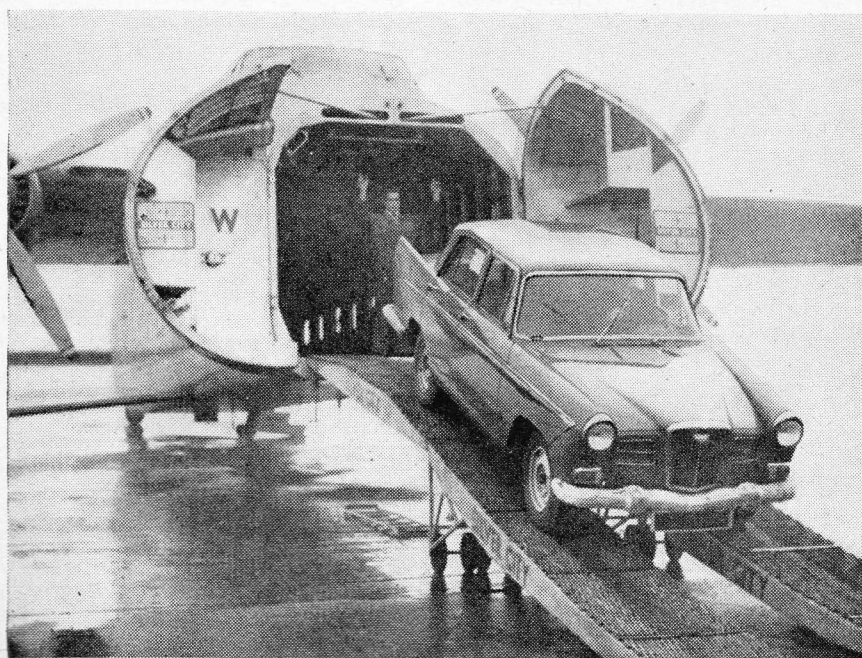
M.B.W.

NORTH LONDON E.C.C.

THE annual dinner-dance of the N.L.E.C.C. in the Hendon Hall Hotel on 2nd January was the usual bright and jolly affair. Principal guest was David Yorke, team manager of Vanwall, who proposed "The Club", to which the president, A. F. Rivers Fletcher, replied. "The Guests and Press" was proposed by Geoffrey Render, replies being undertaken by the Editor of AUTOSPORT and John Eason Gibson (B.R.D.C.). The various awards won during the season were presented by Mrs. Gregor Grant. Dancing and the N.L.E.C.C.'s special brand of contests went on till 1 a.m.

Awards won during the season included: A. F. Rivers Fletcher Trophy, Daphne Freeman; David Tied Memorial Cup, Geoff Uren; William P. Render Trophy, F. A. Freeman; Closed Car Performance Cup and Gordon Cars Trophy, Paul Steiner; Mrs. Rivers Fletcher Cup, F. N. Arthur; Jacobean Trophy, P. D. Sapsed; Yew Tree Cup, A. M. B. Piggott; Mercury Trophy, Lewis de Mesa; Lombards Trophy, A. F. Rivers Fletcher.

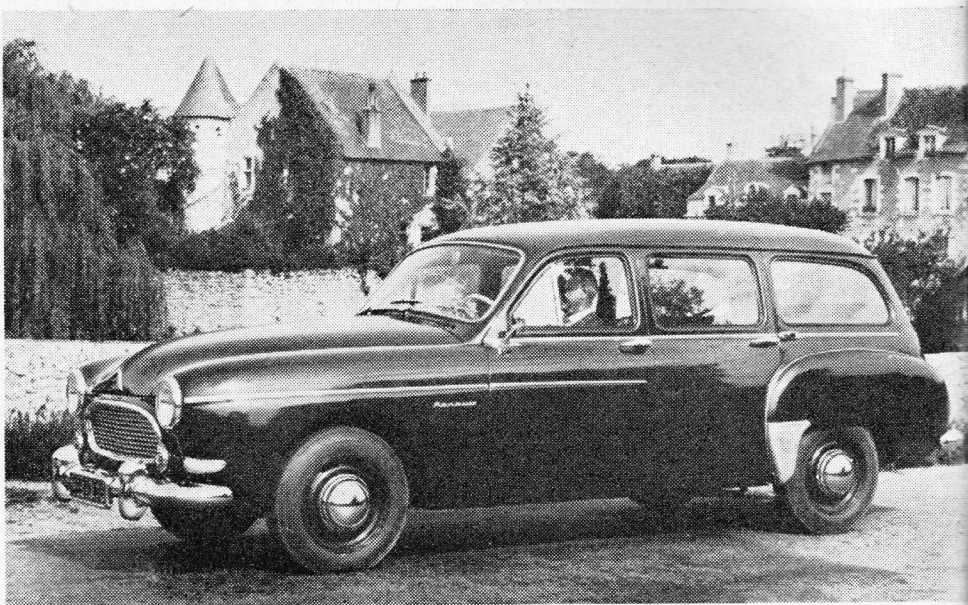
VERY SHORTLY AFTER the new Wolseley 15/60 was announced an export model was flown across the Channel by Silver City Airways.



STATION WAGON DE LUXE. *A really good-looking car, carrying the minimum of decoration, the Manoir attracted admiring glances everywhere.*

It's a matter of tradition that the comedian always has a secret longing to play Hamlet. In the same way, the successful manufacturer of popular cars would dearly love to invade the luxury market. Once upon a time, the largest limousines, as well as a Grand Prix winner, came out of the gates of the factory at Billancourt, but of recent years the Renault empire has been founded on the sale of a vast number of very small cars.

The millionth 750—"Quatre Chevaux" to my fellow Francophiles—has recently been sold, and the Dauphine is catching its little brother at an astonishing rate. Yet the Régie evidently wanted to play Hamlet again, and the Manoir is the result. There has, for a long time, been a station wagon version of the Frégate, which is called the Domaine. This model continues in production, and for



JOHN BOLSTER
TESTS

THE RENAULT MANOIR

a very roomy vehicle which handles well, it takes a lot of beating.

The Manoir, however, is something entirely different. It has the same vast interior space as the Domaine, but it is designed from the beginning as a super-de-luxe station wagon, with the accent on sheer luxury and superb finish. The body has four doors like a normal saloon, and may be treated simply as a very well-equipped and upholstered six-seater with extra luggage space, or an eight-seater version is available. At the rear, the tail board falls flat and is rugged enough to carry really heavy burdens, thus still further increasing the already large carrying capacity. With the rear seat folded flat, the space be-

comes immense, and a small racing car or boat might be carried. The roof has built-in sockets for a large luggage rack.

The Manoir has independent suspension of all four wheels. In front there are normal wishbones, and at the rear trailing arms, with anti-roll torsion bars at both ends and helical springs all round. Recent improvements, which apply to all Frégates, are a new steering gear with a higher mechanical efficiency, an entirely new form of flexible mounting for the big four-cylinder engine, and a 12-volt electrical system.

Standard on the Manoir, the Transfluide transmission contains a torque converter. This unit covers a sufficient range to allow the car to be started off

and driven in top gear only under all normal conditions. There is a three-speed gearbox, which is coupled to the torque converter through an electrically operated clutch. Touching the gear lever causes this clutch to be released, and so it is impossible to grate the gears on changing speed. All three speeds and reverse are fitted with powerful synchronizing arrangements, and so no skill is required.

The gear lever on the steering column has the usual movements for a three-speed change. However, there is an illuminated scale before the driver, with a series of lights to indicate which gear is in use. The three "speeds" are, of course, different from those on a normal car, for they all start at 0 m.p.h., thanks to the torque converter. Thus, the "top gear" position is indicated as VR, meaning *ville et route*, or town and country. "Second" is M, signifying *montagne*, which is for mountainous territory. "First" is E, meaning *exceptionnel*, which needs no translation.

The engine that goes with the Transfluide transmission has a slightly higher compression ratio than the standard power unit, and gives more torque right through the range, with a maximum increase of about 4 b.h.p. Of 2,141 c.c., it has the normal Renault features of wet cylinder liners and a light alloy head. It is in unit with the torque converter-gearbox assembly, and is mounted well forward between the front wheels. The drive is by an open shaft to the chassis-mounted hypoid unit, and thence by articulated shafts to the rear hubs.

I am extremely familiar with the normal Frégate, which has exceptional roadholding but perhaps lacks smoothness. The first surprise with the Manoir is that it is quite phenomenally smooth



CARRY YOUR CAR, SIR? *"With the rear seat folded flat, the space becomes immense and a small racing car or boat might be carried", says Bolster.*

Specification and Performance Data

Car Tested: Renault Manoir Station Wagon.
Price, £1,549 including P.T.

Engine: Four cylinders 88 mm. x 88 mm. (2,141 c.c.). Pushrod-operated valves in light alloy head. Compression ratio, 7.5 to 1. 80.3 b.h.p. at 4,000 r.p.m. Solex downdraught carburetter. Coil and distributor ignition.

Transmission: Hydraulic torque converter with auxiliary manually operated three-speed gearbox, ratios 3.88, 6.28 and 8.61 to 1 (plus hydraulic torque multiplication up to 2.2 to 1). Steering column change and synchromesh on all gears including reverse. Open propeller shaft drive to chassis-mounted hypoid unit. Articulated shafts to rear hubs.

Chassis: Combined body and chassis. Independent front suspension by wishbones, helical springs, telescopic dampers, and anti-roll bar. Gummier ball-bearing steering box. Independent rear suspension by trailing arms, helical springs,

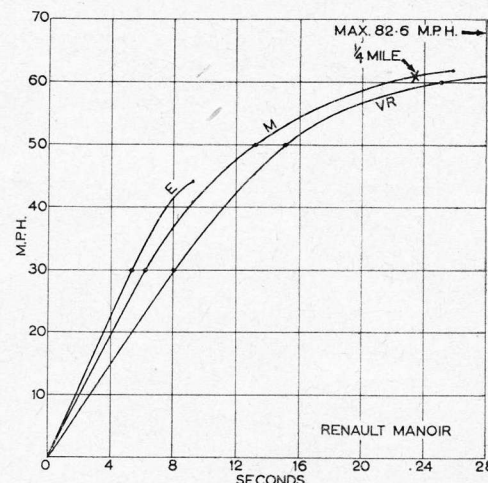
telescopic dampers, and anti-roll bar. Bendix-Lockheed hydraulic brakes, 2 L.S. in front. 6.40 x 15 ins. (or 7.0 x 15 ins. to choice) tyres on bolt-on disc wheels.

Equipment: 12-volt lighting and starting. Speedometer, with decimal trip distance recorder. Thermometer, fuel gauge, ammeter, and clock. Flashing direction indicators. Self-parking windscreen wipers and washers.

Dimensions: Wheelbase, 9 ft. 1½ ins. Track, front 4 ft. 7½ ins., rear 4 ft. 6½ ins. Overall length, 15 ft. 5 ins. Width, 5 ft. 8½ ins. Turning circle, 32 ft. Weight, 27½ cwt.

Performance: Maximum speed (Montlhéry lap), 82.615 m.p.h. Speeds in gears: Montagne, 62 m.p.h.; Exceptionnel, 44 m.p.h. Standing quarter-mile, 23.4 secs. Acceleration: 0-30 m.p.h., 5.4 secs.; 0-50 m.p.h., 13.2 secs.; 0-60 m.p.h., 21.9 secs.

Fuel Consumption: 26 m.p.g. on French roads.



Acceleration Graph

for a big four-cylinder car. This must be largely due to the damping effect of the fluid transmission, but the improvement over the older Frégate models is almost beyond belief. The engine is much quieter than of yore, or perhaps it is better insulated, and the gearbox is totally silent on all speeds, including reverse.

In general, the performance is much better than one would expect, having regard to the very large body and the relatively small engine. As I have had a good many letters enquiring about the Transfluide transmission, perhaps I may analyse this performance in some detail. Let us first of all consider the VR or direct drive.

On this "gear", the car may lose a few yards to a conventional machine on taking off, but is accelerating strongly at 15 m.p.h. and reaches 30 m.p.h. from a standstill in 8 seconds. It takes 15 seconds to cover the 0-50 m.p.h. range, and will lap Montlhéry at an average speed of 82.615 m.p.h. Under favourable conditions, 90 m.p.h. is available on the road. The acceleration above 60 m.p.h. is not particularly rapid, but the machine picks up steadily. It is possible to climb the steep and winding hill up the Butte de Montmartre to Sacré Cœur on the direct drive.

The Mountain or second gear gives a noticeably faster start, and returns a 0-30 m.p.h. time of 6.2 secs. This is

sufficient to "see off" most cars in Paris, except Gordini Dauphines. 0-50 m.p.h. takes 13.2 secs., and the useful maximum is 62 m.p.h. Even in Paris, VR is usually sufficient, but if you are really "having a go", the quicker start of the M position is worth having. The lowest gear gives the fractionally better time of 5.4 secs. for the 0-30 m.p.h. range, and a maximum speed of 44 m.p.h. In practice, however, one does not employ this gear, for the initial advantage is more than lost when one changes up.

The gear change is entirely smooth and absolutely silent at all times, but it is not very quick. In consequence, it pays to change as little as possible, for the very powerful synchromesh cannot be beaten by brute force. This is, of course, a far simpler and less automatic transmission than the elaborate American outfits, but it is surprisingly effective. There are none of those little, and not so little, jerks that mar the operation of the magic boxes from the U.S.A. The Transfluide arrangement is above all smooth, and I found it quite exceptionally pleasant.

The Manoir corners absurdly well for so great an equipage. It also rides far better than the standard Frégate, though one does not know why. For a combination of riding comfort in all seats with roadholding and controllability, this big station wagon can put the majority of cars to shame. At a steady 70 m.p.h.

the machine is exceptionally quiet, but some road noise is transmitted to the body from certain types of French road surface.

A notable lightness of control has been conferred by the new steering gear. This persists right down to parking speeds, but one does then notice that more turns than usual are necessary from one full lock to the other. However, the turning circle is commendably small. Quite the most notable feature of the Manoir is its fuel economy, and even in the thickest Paris traffic it consumes scarcely more petrol than the average car of half its weight. One may sometimes wish for more brilliant acceleration in the upper ranges, but if one had to pay as much for petrol as Frenchmen do, one would infinitely prefer to have this remarkable economy.

Finally, the Manoir is a really good-looking car. Dark red, and with the minimum of decoration, the car I had in Paris attracted admiring glances everywhere. It was thoroughly well made, with heavy doors that closed with that "coachbuilt click". I was lucky enough to "own" this car for quite a time in France, and oh, how I hated to have to give it back!

THE LAKELAND RALLY

THE Lancashire and Cheshire Car Club's Lakeland Rally, one of the oldest-established of the North's rallies, has had a rather mixed history in recent years. As the title implies, it was once held in the Lake District, but its traditional home for many years has been in North Wales.

This year the club ran two separate events. The first of these was a closed rally in daylight, the old Lakeland in fact, called the "Elancée Rally", and the second was a short 200-mile dice in Derbyshire and the Peak District lasting from midnight to breakfast and called, just to confuse the issue even further, the Lakeland.

This complete break with tradition seemed to work, and the organizers were rewarded with an entry of 67 cars, 59 of which lined up at the start at Wilmslow for the journey through the dales of Derbyshire to Matlock Bath.

In view of the recent weather, and especially taking it into consideration that Derbyshire has a tendency to night

mist, it came as little surprise that competitors set off in thick fog. Happily this cleared after about 30 miles and thereafter the night was clear, though the roads were extremely slippery with mud and grease and the sports car drivers in particular were having to treat them with great respect, and even such drivers as Wallwork and Gold were not motoring with their usual *élan*.

By the time the half-way halt was reached only three cars were still clean. These were last year's winners, the consistently successful Colin Bethell and J. McGrory in a Mark 11 Rapier, Mike Sutcliffe/Mike Hughes in the former's veteran Minor 1000 Tourer, and Jim Wood/J. Wilkinson (TR3A).

But it was the second half, though shorter than the first, that gave the organizers the satisfaction of a win on the road without recourse to the special test.

Of the three mentioned with clean sheets up to the halt, Sutcliffe dropped a minute on a short section and Jim Wood dropped a packet on the very last section! This left Bethell and McGrory

the undisputed winners for the second successive year. On this half, too, the unfortunate Tom Gold and Mick Wood, the present leaders in the B.T. & R.D.A. silver star competition, for which the Lakeland is a qualifying event, managed to collect a fail. This surprised them as much as it did everyone else.

So the Lakeland Rally has once again come up to its old standard, the whole organization reflecting great credit on the organizing team led by D. M. Thornley, L. D. Clarkson and Clerk of the Course Joe Hill.

IAN J. HALL.

Results

Best Performance: C. C. Bethell/M. McGrory (Rapier).

Class Winners: S. E. Mather (Austin A35); D. C. Astle (Rapier 11); M. Sutcliffe (Morris 1000); K. C. Walker (TR3). **B.T. & R.D.A. Award:** K. C. Walker (TR3). **Novice Award:** J. C. W. Gorse (Dauphine).

First Class Awards: B. Wallwork (TR3); J. Wood (TR3); H. Jacoby (TR3); J. R. Kirkham (Austin-Healey Sprite); R. A. White (Vauxhall Victor); J. E. Bullough (Rapier); P. C. Byrom (Morris 1000).

Team Award: D. C. Astle, K. C. Walker, and M. Sutcliffe.

A MOST SUCCESSFUL season was enjoyed by the young New Zealander Bruce McLaren. Driving Coopers, his best performance was an immaculate win in the F2 section of the German G.P., and here he is seen on the Nürburgring.

The first real Formula 2 event of the season took place at Goodwood on Easter Monday. The field for the 15-lap race was comprised of a preponderance of Coopers, but there were three Lotuses in the hands of Graham Hill, Cliff Allison and Dennis Taylor. Cooper drivers of note included Roy Salvadori and the late Stuart Lewis-Evans, driving the pale green machine entered by the then newly formed British Racing Partnership, instigated by Ken Gregory and Alfred Moss. Salvadori took an initial lead but smote the bank on the second lap, leaving Jack Brabham to take the initiative with the Lotuses of Hill and Allison in hot pursuit. This eventually resulted in a monumental dice between Brabham and Hill, the latter recording fastest lap at 95.79 m.p.h. Brabham remained in front for nine laps, then Hill got past to lead for four laps. The Australian finally repassed after an incredible performance at Woodcote which seemed quite impossible, yet which nevertheless worked very well, and he took the flag just four-tenths of a second in front of the Lotus. Third man home was Cliff Allison, 12 seconds behind!

At Aintree on 19th April the F2 cars

Seasonal Survey

Part 2: Formula 2 Racing

By Martyn Watkins

ALTHOUGH 1958 has once again been a Cooper year in Formula 2 racing, the overall triumph has not been achieved without a struggle. The Lotus contenders have been a more serious menace during the past season than in 1957, the first full season for this class of racing.

However, Ferrari, except for a fine performance by Phil Hill in the 1½-litre category of the German Grand Prix, have not had a good season, and the Lister F2 machine has not appeared again.

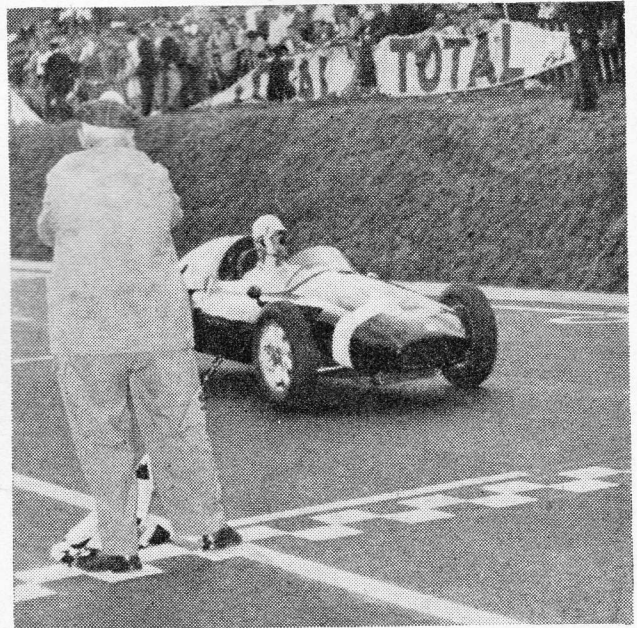
Greatest significance has grown from the appearance of Porsche, who made one or two tentative appearances with sports-racing cars in 1957, and during the past season entered the lists with a vengeance, making their presence felt on more than one occasion and scoring a runaway win in the Coupe de Vitesse F2 race during the French G.P. meeting at Rheims.

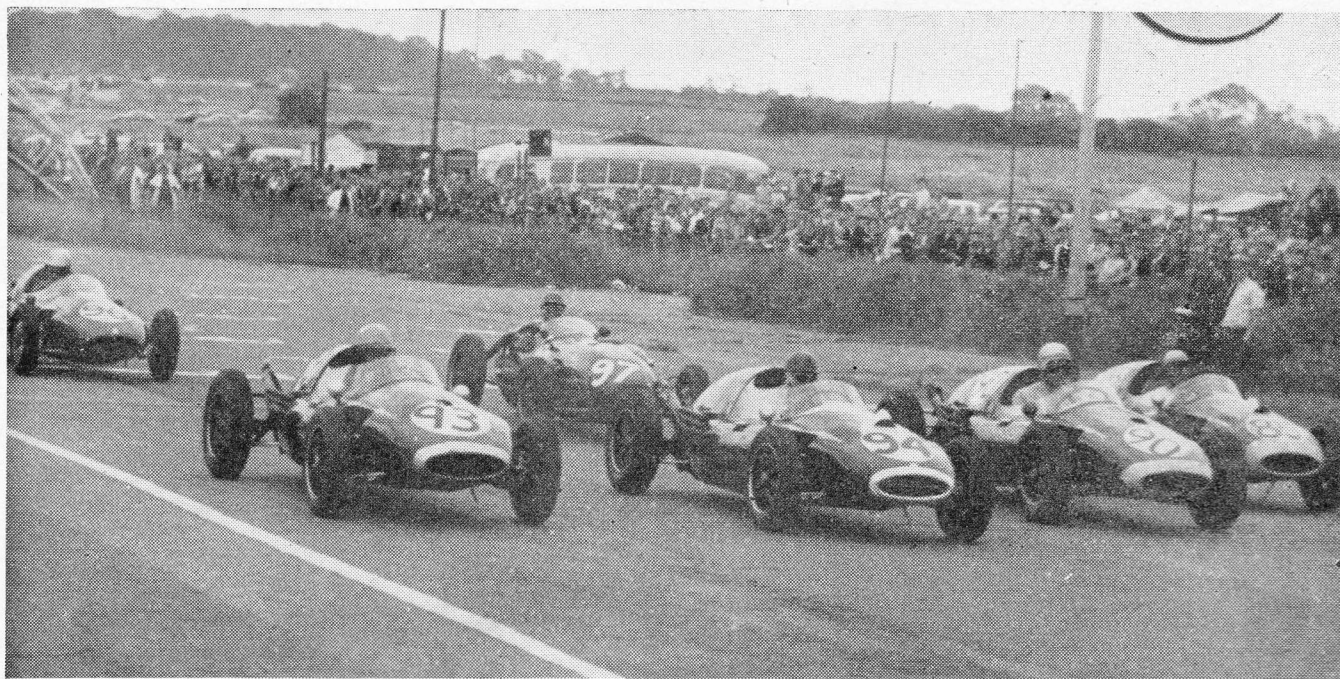
However, these German cars were just not strong enough nor sufficiently consistent to defeat the remarkable machines produced by John Cooper, and to the Surbiton concern goes the honour, glory and supreme satisfaction of overall domination and the Constructor's Championship.

The Cooper cars appeared in new guise for the 1958 season, with larger front brakes, still of drum pattern, and wishbone front suspension with adjustable helical spring-damper units replacing the transverse leaf springs. After a number of unfortunate failures in the previous season, a sturdier gearbox was used.

STERN OPPOSITION this season came from Porsche, one of these cars scoring a runaway win in the hands of Jean Behra at the French Grand Prix meeting. Here he is seen receiving the chequered flag.

★
CROSSING THE LINE to score another victory for Coopers is Maurice Trintignant, winning the F2 race at the opening meeting at Clermont-Ferrand.
★





joined their 2½-litre brethren for the B.A.R.C. Aintree "200", both categories running together for what was, in fact, the new minimum distance for full-scale Grand Prix races. Rob Walker provided three Coopers for this event in the hands of Tony Brooks and Maurice Trintignant, with Stirling Moss in a 2-litre version. Harry Schell drove a 1957 car entered by the Owen organization. Stuart Lewis-Evans drove the B.R.P. Cooper again, while F2 Lotuses included those of Graham Hill and Cliff Allison.

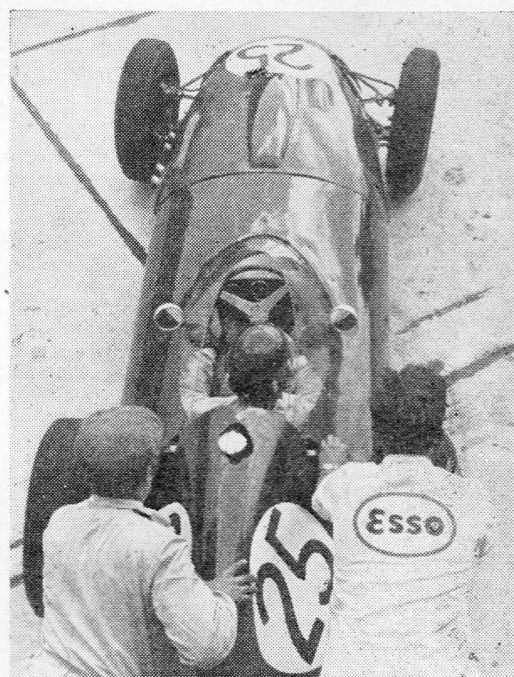
The event turned out to be a victory for Tony Brooks, who also made fastest lap at 86.82 m.p.h., and Coopers filled the first three places. Graham Hill and Allison took fourth and fifth places in their Lotuses, while sixth place went to Trintignant. Harry Schell managed to get the 1957 car into third place, while Hill and Brooks fought a royal battle for a large part of the race. However, a pit-stop was necessary for the Lotus, carrying only a small tank, and a spin after his refuelling stop dropped him

A LINE OF COOPERS leaves the start at Snetterton for the Vanwall Trophy race. Only eight cars—seven of them Coopers—came to the line for this event which was won by Ian Burgess. (Right) Graham Hill's F2 Lotus is push-started for the German G.P.—the cockpit is indeed a close fit!

right back. This spoilt what might well have been an interesting match, for Hill led the F2 category throughout the early part of the race.

Tony Brooks appeared again in a Rob Walker F2 Cooper at Silverstone for the *Daily Express* International Trophy race in May, but suffered from carburation problems. By half-distance the F2 category was led once again by a Cooper, this time that of Stuart Lewis-Evans, actually holding sixth position in the race overall. He was, at this stage in the race, followed by Brabham (Cooper), Allison (Lotus) and the young New Zealander, Bruce McLaren (Cooper).

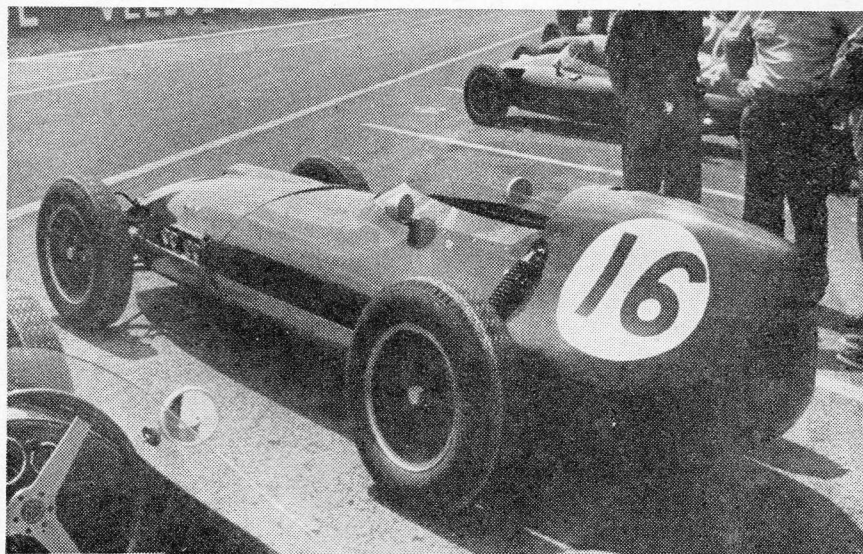
However, a certain amount of reshuff-



ling went on during the remainder of the event and in the end it turned out to be a Lotus victory, Cliff Allison winning at 98.84 m.p.h. and taking sixth place in general classification. Second place went to Lewis-Evans and McLaren, who was at the start of a most successful season, finished third.

No Formula 2 cars appeared at Monaco, and next we find them at Brands Hatch on 18th May. Here Bruce McLaren scored his first British victory, winning both parts of a two-part F2 race in the face of such strong opposition as George Wicken and Dennis Taylor, whose Lotus sported a high tail. Alan Stacey also appeared at this meet-

LOTUS machines found their feet in F2 racing during the past season and this new, high-tailed body was a feature of some of the cars which appeared.





LEADING a bunch of F2 cars at the Nürburgring South Turn during the German G.P. is Ivor Bueb (Lotus), in front of the Coopers of Ian Burgess and Tony Marsh.

ing in the Smith, a contender for F2 honours which appeared frequently throughout the season, though principally in *Formule Libre* events. George Wicken made a bad start in the first part of this race, equalling the F2 lap record at 75.41 m.p.h. in a fruitless attempt to catch McLaren.

George did the same thing in the second event, but once again McLaren proved uncatchable, and this time it was the New Zealander's turn to equal the lap record, which he achieved in the course of winning at an average speed of 73.96 m.p.h.

It was Cooper again at Crystal Palace on Whit Monday, Ian Burgess winning the Crystal Palace Trophy race with Tom Bridger second and—that man again—Bruce McLaren third, all on Coopers. Lotuses at this meeting were conducted by Ivor Bueb, who won the first heat of the event, and Dennis Taylor, third in heat two. The final, however, was a stupendous race which was Cooper all the way, Burgess winning at an average speed of 80.34 m.p.h. and Bridger and George Wicken setting a joint fastest lap at 82.2 m.p.h. Between them, these drivers set new lap, circuit and race records, and the winning race average was faster than the previous lap record!

A Porsche turned up in the Dutch Grand Prix at Zandvoort on the same day, in the hands of C. de Beaufort. The car ran well and finished the race in 11th position, the only 1½-litre car to start.

For the next event we must return to Brands Hatch, where once again a new runner in the category made its debut. This was the rear-engined Fry-Climax,

PORSCHE AGAIN: Claud Storez gets away first at the start of the Clermont-Ferrand race. However, the race was won by Trintignant (Cooper) who shares the front row with Storez, Lewis-Evans and Tony Marsh.

an unorthodox but extremely well-made machine which proved to have a very great speed potential indeed.

This meeting—on 8th June—saw a new circuit record, a new F2 record and the two fastest races ever run at the circuit at that time as a result of the F2 battle. In practice, Stuart Lewis-Evans had lapped the British Racing Partnership Cooper in 57.4 seconds, a speed—then unheard of—of 77.77 m.p.h. If those figures seem a trifle familiar, you're quite right: Stirling Moss set them as the new official lap record in an F2 Cooper later in the season!

The race was run in two parts, and the first went to Lewis-Evans at an average speed of 74.55 m.p.h. Of such proportions was the battle for the lead, however, that he and Ian Burgess, also Cooper-mounted, set new record lap

figures at 75.92 m.p.h. that were to last nearly all the afternoon. The race average, at that time, was the fastest ever.

The second part was just as furious and even faster than before, Stuart Lewis-Evans led from start to finish, with Dennis Taylor (Lotus) hard on his heels all the time. Few changes of position were seen during this particular 10-lapper, but it was the sheer velocity of the competitors that shook the crowd. Dennis Taylor and Syd Jensen (Cooper) both got round in 58.2 seconds to set another new circuit record (76.7 m.p.h.) and the race average shot up to 75.31 m.p.h.—an average speed for 10 laps that not long ago would have shattered the experts as an average speed for one lap!

At the Prix de Paris meeting at Montlhéry in June it was another Cooper benefit, Surbiton cars filling the first six places in the F2 event, which was won by Henry Taylor from Andre Guelfi and—here he is again—Bruce McLaren. Ian Burgess and Tony Marsh filled fourth and fifth places, with Neil sixth. In practice, Ivor Bueb's F2 Lotus had made fastest lap, but in the opening laps of the race itself a head gasket blew and he retired.

It was Cooper again at Crystal Palace on 5th July, personal honours going to Syd Jensen on aggregate. Pole position on the grid for the first of the two races was occupied by Ivor Bueb (Lotus), but at the drop of the flag it was Jim Russell (Cooper) who took the lead, and try as he might Bueb could not pass him. Russell went on to win at an average speed of 78.43 m.p.h., with Bueb second and Jensen (Cooper) third. In the second race, Jensen himself shot straight into the lead and remained in front throughout with Bueb's Lotus firmly in second place behind him. Fastest lap went to Jim Russell in the second race and to Jensen in the first, while the latter beat Bueb on aggregate.

At the French Grand Prix meeting at Rheims, one of the strongest-ever contingents of British F2 cars contested the Coupe de Vitesse—but to no avail. The



PORSCHEs were defeated in the German Grand Prix, Edgar Barth, seen here, finishing in second place. His car lacks the tail fins of Behra's Rheims mount.



front row of the grid was truly international, with the Porsche of Jean Behra, the late Peter Collins's Ferrari and Moss's Cooper side by side. Best-placed Lotus was that of Cliff Allison in row three, sharing it with two Coopers in the hands of Roy Salvadori and Henry Taylor, while the second row comprised the Coopers of Trintignant and Brabham.

This was Porsche's day, the German car leading almost continuously for a runaway win. Equally, it was definitely not Colin Chapman's day, and Cliff Allison was forced to retire after a shunt had damaged the nose and caused overheating. Graham Hill's car and Dennis Taylor's machine both suffered maladies of one sort or another, and second place went to Collins in the Ferrari. Moss retired in the Cooper, having first set a new F2 lap record. Behra, however, could not be caught and the car circulated with train-like regularity, some 21 seconds in front of the Ferrari. To Coopers went third, fourth, fifth, sixth, seventh and eighth places, George Wicken leading Ian Burgess and Henry Taylor. Ninth was the Osca of G. Cabianga, and the best Lotus was the ailing machine of Graham Hill, in 13th place.

In July came the opening of the new French mountain circuit at Clermont-Ferrand, and here Maurice Trintignant was again victorious in Rob Walker's Cooper, with Ivor Bueb (Lotus) second, one second in front of Stuart Lewis-Evans in the British Racing Partnership Cooper. Ivor Bueb, incidentally, established a circuit record for the eight twisting kilometres of 3 mins. 56.6 secs.

The lead for a brief period was held by the Porsche of Claud Storez, but the German car was overtaken by Trintignant, Bueb and Tony Marsh and, on lap four, by Lewis-Evans. The Porsche was not the Rheims single-seater, but a modified Spyder.

Lewis-Evans and Bueb had a tremendous battle for second place, as may be judged from the narrow margin separating them at the finish, and the Lotus won on sheer acceleration. Storez did well to take fifth place behind Tony Marsh (Cooper), while John Dalton was sixth in another Cooper.

Back home, now, to Snetterton for the Vanwall Trophy F2 race on 27th July. Only eight cars came to the line for this event and Henry Taylor took the lead at the start in George Nixon's Cooper, followed by Count Stephen Ouvaroff, Bruce McLaren and Ian Burgess, all in Coopers. The latter driver, however, was biding his time, and soon he put on the pressure to dislodge Tay-

lor, while McLaren moved into second place when Taylor spun. Once in front, Burgess was uncatchable, averaging over 92 m.p.h. in his winning ride and putting in fastest lap at 93.64 m.p.h. The lone Lotus was retired with gearbox ailments.

Next outing was the German Grand Prix at the beginning of August, and this proved to be a splendid victory for Coopers, Bruce McLaren winning the F2 category in the face of opposition from Porsche, in the hands of Edgar Barth and de Beaufort, and Ferrari, a lone entrant being driven by the American Phil Hill. Hill, in fact, led the category for a large proportion of the race. Lotuses were driven by Graham Hill and Ivor Bueb, both retiring with broken oil pipes. Phil Hill encountered trouble and dropped back, while Bruce McLaren drove a splendid race in the lead. In addition to winning the F2 class, he finished fifth overall, Barth's Porsche following him home some six seconds behind. Third was the Cooper of Ian Burgess with Tony Marsh (Cooper) fourth and Phil Hill fifth.

At Brands Hatch on August Bank Holiday, a Formula 2 race for the Kent Trophy was divided into two parts. The first was won by Jack Brabham, who was hard pressed by Stuart Lewis-Evans, who took the lead momentarily on the 18th lap. Jim Russell was third, and the first six cars were Coopers. The lap record of 58.2 secs. was equalled by the Coopers of Brabham and Lewis-Evans, and by the Lotuses of Dennis Taylor and Hill. The second part of the race was a repetition of the Brabham-Lewis-Evans battle, victory again going to the Australian. This time Jim Russell and Syd Jensen (Coopers) both retired and third place went to the Cooper of Bruce McLaren. Brabham again equalled the lap record at 76.7 m.p.h.

At Brands again on 30th August the main race of the international meeting was the "Kentish 100" for F2 cars and the line-up included a full international field, among the drivers being Stirling Moss, Jack Brabham, Bruce McLaren, Carroll Shelby, Maurice Trintignant, Harry Schell and so on. The race was won brilliantly by Stirling Moss in a Rob Walker Cooper, but he had to work really hard to beat Jack Brabham and Stuart Lewis-Evans, both of whom were on top form. In the first heat both Brabham and Moss chopped nearly half a second off the existing lap record and in the second part of the event Moss

(Continued on page 57)

RESULTS OF FORMULA 2 RACES

Goodwood Lavant Cup 7-4-58	1. J. Brabham (Cooper) 93.81 m.p.h.	2. G. Hill (Lotus)	3. C. Allison (Lotus)
Pau G.P. 7-4-58	1. M. Trintignant (Cooper) 59.74 m.p.h.	2. da Silva Ramos (Cooper)	3. Cabianga (Osca)
Aintree "200" 19-4-58	1. C. A. S. Brooks (Cooper) 84.97 m.p.h.	2. S. Lewis-Evans (Cooper)	3. H. Schell (Cooper)
Silverstone International Trophy 3-5-58	1. C. Allison (Lotus) 98.61 m.p.h.	2. S. Lewis-Evans (Cooper)	3. B. McLaren (Cooper)
Monthéry Prix de Paris 15-6-58	1. H. Taylor (Cooper) 94.31 m.p.h.	2. Guelfi (Cooper)	3. B. McLaren (Cooper)
Rheims Coupe de Vitesse 7-7-58	1. J. Behra (Porsche) 116.43 m.p.h.	2. P. Collins (Ferrari)	3. G. Wicken (Cooper)
Caen G.P. 20-7-58	1. M. Trintignant (Cooper) 90.35 m.p.h.	2. S. Lewis-Evans (Cooper)	3. G. Wicken (Cooper)
Clermont-Ferrand 27-7-58	1. M. Trintignant (Cooper) 73.01 m.p.h.	2. I. Bueb (Lotus)	3. S. Lewis-Evans (Cooper)
Nürburgring German G.P. 3-8-58	1. B. McLaren (Cooper) 86.37 m.p.h.	2. E. Barth (Porsche)	3. I. Burgess (Cooper)
Brands Hatch Kentish 100 30-8-58	1. S. Moss (Cooper) 75.96 m.p.h.	2. J. Brabham (Cooper)	3. S. Lewis-Evans (Cooper)
Avus-Berlin Avusrennen 21-9-58	1. M. Gregory (Porsche) 127.7 m.p.h.	2. J. Russell (Cooper)	3. J. Brabham (Cooper)
Monthéry Coupe du Salon 5-10-58	1. J. Russell (Cooper) 87.6 m.p.h.	2. J. Brabham (Cooper)	3. Barclay (Cooper)
Casablanca G.P. 21-10-58	1. J. Brabham (Cooper)	2. B. McLaren (Cooper)	3. la Caze (Cooper)



THE recipe for a successful standard car trial is quite simple provided you have the ingredients, and the Hagley and District Light Car Club, through the courtesy of Tony Marsh's father, have just that!

The day, Sunday, 4th January, the weather, *actual* sunshine! The mixture (a) a large and comfortable pub, to wit, the Stewpony at Stourton, with a gigantic car park wherein was held the eliminator test, then a mere movement of perhaps 100 yards to (b) quite the largest field I have ever seen, measuring some 37 acres and incorporating woods and lanes. Then (c) lay out a dozen fair and interesting tests and what more is required?

To find an overall winner, out of a large and varied four-class entry, the Club used an old and well tried formula, viz., the driver of the car to show the best improvement above the average time of the foremost 50 per cent. in his class. This sounds complicated, but it isn't! As these standard car trials are becoming increasingly popular, let me digress a little further to show how the Hagley Club worked out their classes. On this occasion, cubic capacity did not come into the picture, but tyres did, and how! Class 1 was composed of open production cars, tyred as per R.A.C. Schedule. Class 2 was for similarly tyred open cars. Class 3 included closed production cars, using any tyres, and Class 4 was for rear-engined cars, again to R.A.C. Schedule.

Now we know the facts, on to the hills, starting with No. 1. On grass, lightly snow covered, it took in a swinging "s" bend over some 75 yards on level ground! A pipe-opener, it looked easy, but, strange to say, wasn't. Clean climbs went to D. Stokes (M.G.), D. Blankstone (TR3), N. W. Ridge (Austin), N. B. Cresswell (Riley), M. Hinde (Ford), A. E. Marsh (Thames), M. J. Walston (Ford), R. Rose (Land Rover) and F. D. Gilson (Vanguard).

Hill No. 2 was a vastly different kettle of fish. The layout was exactly the same, only this time there was a fair

UP TO THE SUMMIT: N. W. Ridge (Austin) climbs to the top, his passenger bouncing vigorously.

WHAT A GEYSER! D. Stokes (M.G.) stops in a cloud of steam while a marshal looks on, cynically smoking (a cigarette, of course!).

Hill No. 3 wound round the hillside, finishing with a bad right-hand turn on adverse camber, and it rather favoured the early numbers. Cleans here to Fidler, Smith and Ridge.

Hill No. 4 was of similar calibre, but finished on a swinging turn. Fidler made Section 3, and F. D. Woodhall (Dauphine), 4.

Hill No. 5 used a downhill start, wound to the right, went over a bad mud patch and then climbed up a grass mound. Fidler and Woodhall made Section 2, and a dozen or so others got to 5.

Hill No. 6 was a double "s"-bend, and produced four cleans, these being Fidler, Smith, Woodhall and R. Porter (Dauphine).

Hill No. 7 was a long, rutted climb on to the side of a hill. It looked and was very difficult. Tony Marsh and his

"Hagley" Production Car Trial

M. Hinde (Ford Popular) Wins Premier Award

gradient! Only one clean, this coming from M. Hinde from Rhyl, a very experienced Popular driver from the Cyril Bold School! G. C. Fidler (Morgan), with much help from a heavy crew, made Section 2, so did C. C. Smith in a veteran 1928(?) B.S.A. tourer, which he handled to perfection being greatly assisted by a bouncing family!

Results

Whittington Trophy: M. Hinde (Ford Popular).
Open Production Cars (R.A.C. Schedule Tyres):
First Class Award: G. C. Fidler (Morgan). **Closed Production Cars (R.A.C. Schedule Tyres):**
First Class Award: D. H. Holland (Morris). **Second Class Awards:** N. B. Cresswell (Riley) and R. L. Hayes (Ford). **Closed Production Cars with other tyres:**
First Class Award: A. E. Marsh (Thames Van). **Second Class Award:** F. D. Gilson (Vanguard). **Rear-engined Cars (R.A.C. Schedule Tyres):**
First Class Award: F. D. Woodhall (Dauphine).

van made Section 2, Hinde and Woodhall reaching 4.

Hill No. 8 ran on level ground to an adverse-cambered hairpin, then looped back on a parallel course to climb up a steep grass bank. This was "specials" stuff and was easily the worst hill of the day! One magnificent clean by Woodhall and one "ditto" near miss by D. Blankstone (TR3), who arrived in Section 1, were the best efforts here.

Hill No. 9 again ran on level ground to a right-hand turn, then continued up and over a bump and on to a ridge. No one cleared the bump, a dozen or so failing in Section 5.

Hill No. 10 moved on to different terrain. Still in the same field, it ran up a cart-track to the edge of a wood, turned right over a bump then went to a down-

(Continued on page 64)

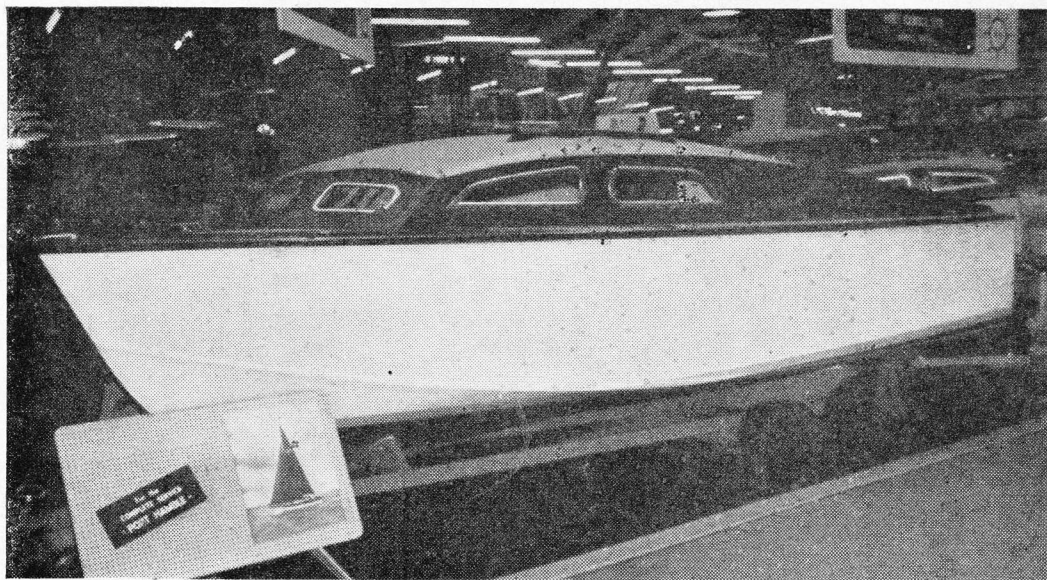


SLEEK AND POWERFUL: *This is the Pacemaker 19 which John Bolster tested a few months ago for AUTOSPORT.*

THIS is the most difficult article that I have ever had to write! As a car magazine, the amount of space which we can spare for boating is naturally limited, in spite of the quite large proportion of our readers who are already addicts. Yet the Boat Show this year has attained such a size, and the interest of its bewildering array of exhibits is so great, that to report it in a moderate compass is a problem indeed. Obviously, much must be left out, but let us begin with engines, which we all understand.

Marine Engines (Inboard)

In days gone by, the typical marine engine was a heavy, slow-running power unit that probably consumed paraffin. Nowadays, they range from very large diesels right down to 80 c.c. two-strokes. Many engines are still cooled by picking up the water in which the boat is travelling, and forcing it through the water



JOHN BOLSTER REVIEWS

The 1959 BOAT SHOW

jacket, whence it enters the silencer, performing a dual cooling and silencing function before being ejected overboard. However, some of the modern power units are constructed of alloys which are inimical to sea water. These are cooled either by passing the raw water through a heat exchanger or by employing keel cooling, which means using a part of the hull as a radiator. Small engines are sometimes air-cooled, but there is often a noise penalty.

Perhaps the most exciting technical novelty is the Detroit Diesel by G.M.C. This inclined aluminium engine is a four-cylinder two-stroke of 4.7 litres. It has forced scavenging by a Roots-type blower, which is fed with pressurized air from an exhaust-driven turbocharger. To use the exhaust in this way also silences it.

The engine is a uniflow type, with piston-controlled inlet ports and four

small exhaust valves per cylinder. Each cylinder has its own injector built into the head, and operated by an extra push-rod and rocker. The fact that this immensely efficient unit develops 197 b.h.p. at only 2,300 r.p.m. gives some idea what an advanced design it is.

Large and medium-sized diesel engines abound, but among the petrol power plants we suddenly meet many old friends. For competition work, the well-known Coventry-Climax units are extremely successful. B.M.C. produce their "A" and "B" series engines in marine form, and the Ford conversions are legion. For boat work, plenty of torque in the medium ranges is a desirable feature, and the Consul scores in this respect. Marine conversion is quite an elaborate affair, such things as water-cooled exhaust manifolds and sumps often being required. For the week-end user, car-type engines are admirable, but

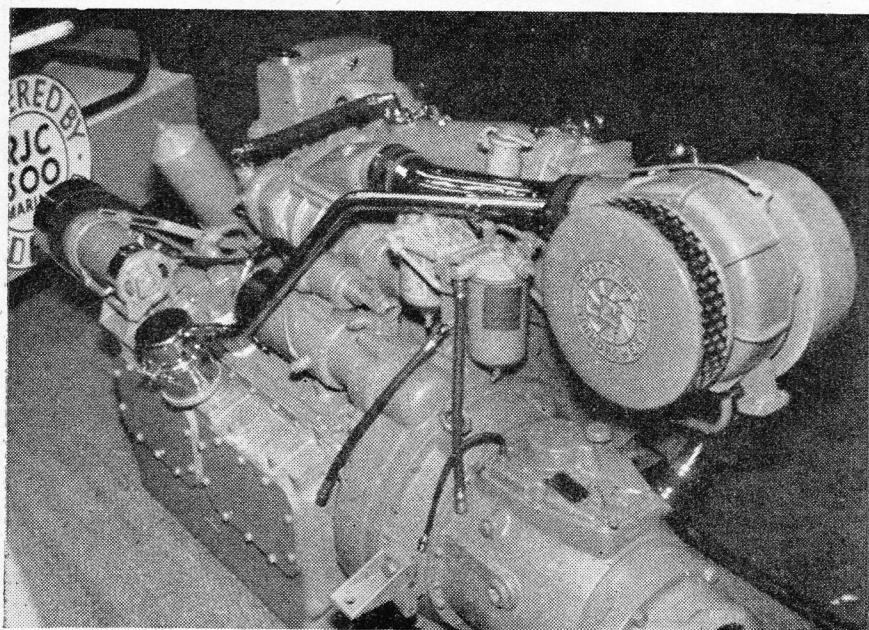
for the many professional purposes which demand all day and every day running, the traditional heavy-duty marine engine is still the best bet. Right at the bottom of the scale, one can get an 80 c.c. air-cooled inboard engine called the Sea Bee, that can be fitted by almost anybody who can use a few hand tools.

Outboard Motors

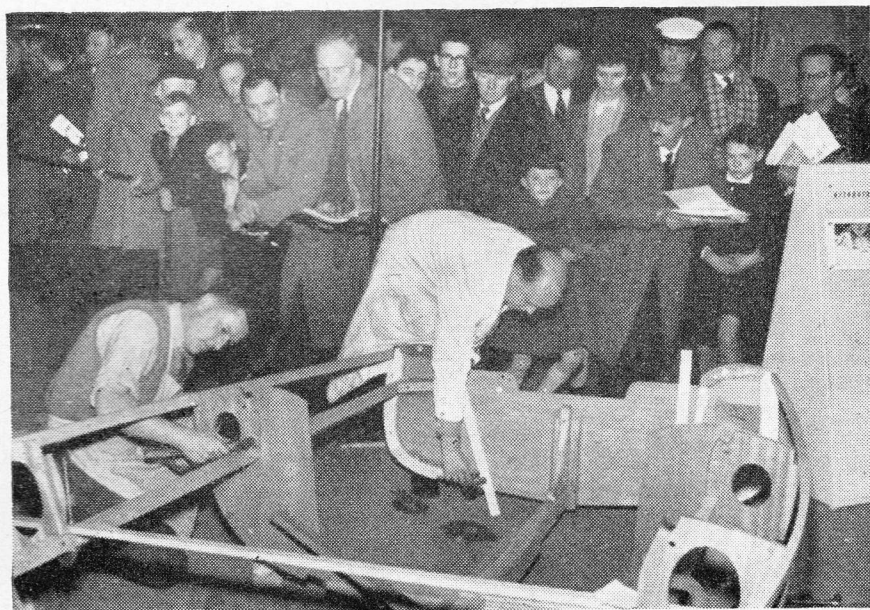
In the outboard field the Americans have a long start, particularly among the larger sizes. Easily the most impressive is the big V-4 which Evinrude and Johnson produce. It is a superbly designed two-stroke of immense performance, but is a pretty hefty lump to handle, requiring a special barrow for its transport. The two-cylinder engines of Evinrude, Johnson, and South Bend can all be carried by one reasonably strong man for short distances.

The Coventry-Climax outboard is a four-cylinder overhead camshaft four-stroke of 64.5 mm. x 57.15 mm. (742 c.c.) and develops up to 45 b.h.p. on a 9.6 to 1 compression ratio. It has an advantage in fuel consumption over the two-strokes; but its price is on the high side. Its fight against the American two-strokes will be watched with interest.

The great B.R.D. Co., who normally produce such things as turbine blades, have introduced a new outboard. It is called the Bermuda 2/40, and its power unit is our very old friend the 600 c.c. Scott engine. The flywheel is still in the centre between the two cylinders, but it now has teeth to engage a starter bendix pinion. Also new are the Perkins outboards, a product of the famous diesel engine firm. The design is American, which is no bad thing, but Perkins claim that their engine will be cheaper and also that the difficulty of obtaining American spare parts will not exist. It



DETROIT DIESEL: *This is an inclined aluminium engine being a four-cylinder two-stroke of 4.7 litres capacity. It has forced scavenging by a Roots-type blower.*



DO IT YOURSELF! Two experienced craftsmen build up a boat from scratch while a large crowd of spectators look on to see how 'tis done.

is intended to produce the whole thing in England, and the quality of the workmanship can be taken for granted; 6, 16, and 35 h.p. versions are to be marketed.

Turning to the smaller outboards, the air-cooled J.A.P. power units are particularly popular. The 80 c.c. size is a favourite, but among the neat little Seachief motors is one of only 32 c.c. The number of lightweight outboards is enormous, but the British Seagull is still one of the best known. Another old friend is the British Anzani, of which the largest model can now be bought with electric starting.

Runabouts

By far the most popular type of boat is the open sports model with a fair turn of speed. Some of these are capable of speeds in the region of 40 m.p.h., such as the Albatross, when fitted with the 1,220 c.c. Coventry-Climax engine. This boat has a light alloy hull, and the more moderately priced versions have the inevitable 1,172 c.c. Ford engine. The very fast Simmonds Ski-Boat and the Moonfleet are Consul-powered.

The outboard boats in this category

are far too numerous to mention by name. One can buy a hull for as little as £135, and for £200 one can have superb appearance and luxurious equipment. The choice of a motor depends on a lot of things, including one's pocket. A comparatively inexpensive 10 h.p. motor will give plenty of speed for the average family, but for really serious water ski-ing a much more costly 35 h.p. unit is to be preferred. With a motor

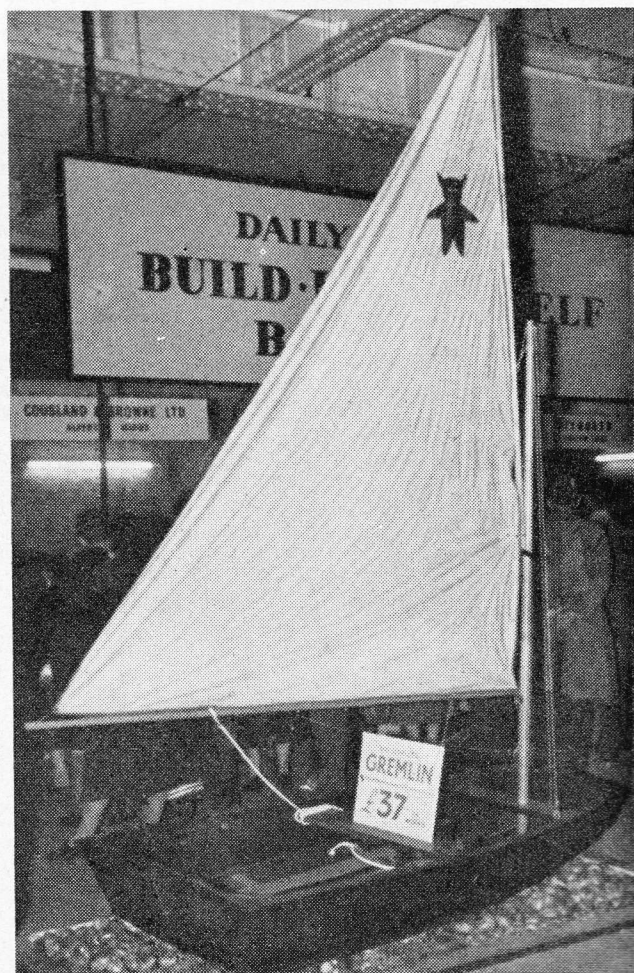
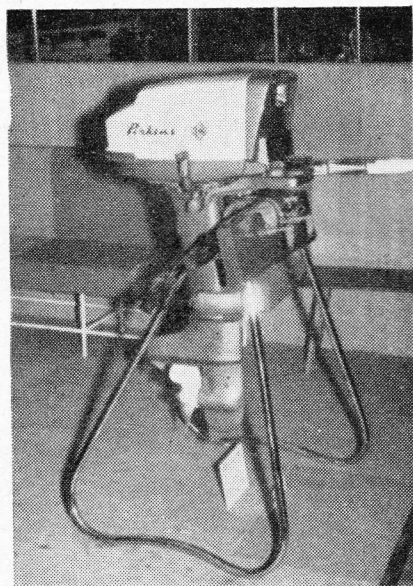
★

THIS IS A PRAM (right), but not for baby! Known as the Gremlin and built by Cousland and Browne of Alpertons, this little beauty can be had in "build it yourself" form. Ready to sail, it costs only £37.

★

THE NEW PERKINS outboard motor is American designed. Perkins claim that their engines will be cheaper and there will be no difficulty in obtaining spares.

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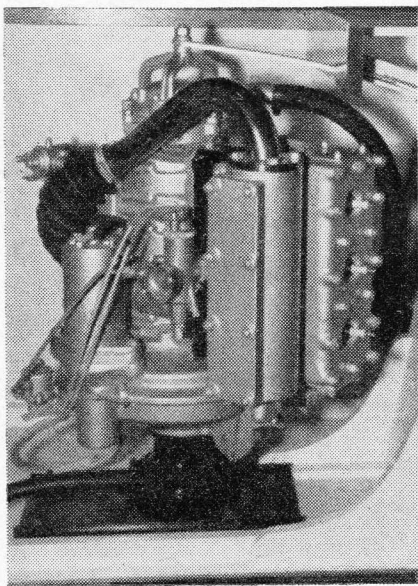
CONSUL-POWERED: *The Simmonds Ski-Boat has a Ford Consul engine installed and is a very fast boat.*

on striking an obstruction. The design is by the journal *Light Craft*, and complete with sail, rigging, etc., it can be acquired ready for the water at £37. This type of boat is ideal for teaching youngsters to sail, and I bought the one on the stand.

Most of the big boatbuilders construct serviceable dinghies, some of which can be dismantled or folded up for transport. Prouts, the catamaran people, have a large range of folding dinghies, and there are various types made of fibreglass which are light enough to carry on the roof of a small car.

Larger Craft

Among the bigger exhibits, one must admire the 11-ton ocean racing yacht by Aero Marine. Superb is the Dolphin Clipper, a 40-ft. twin-screw motor cruiser by Clipper Marine Construction Co. This was designed by Frank Bandey, built in Holland, and costs a very



THE B.R.D. Co., builders of the new Bermuda 2/40, also produce this three-cylinder pivoting inboard motor. Like the power units of the Bermuda outboards, it is Scott-based.

moderate £10,500. Let us consider something slightly smaller, however.

The old-type cabin cruiser that travels at seven knots is still very popular, and is built by numerous boatyards. Speed limits are in force in many harbours and rivers, and so a high velocity is not always required. Nevertheless, a bit of speed in the right place is most agreeable, and some light cabin cruisers of high performance are now available. The new large outboard motors have invaded this field, and are popular because they save valuable space which is normally occupied by the propelling machinery. The Johnson or Evinrude 50 h.p. motor will propel the Port Hamble Pacemaker at a rousing 30 m.p.h. or so, and although two can live and sleep comfortably in the cabin, this boat is small enough to travel easily on a car trailer.

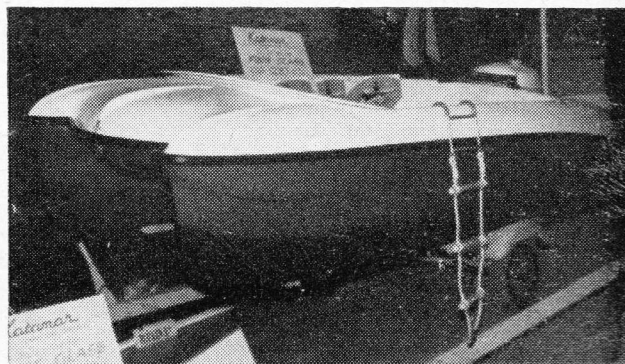
An excellent holiday home is pro-



vided by the Amphibious Otter four-berth car caravan, which travels well on the water with a 3 h.p. outboard motor. Another solution is the Aquarelle, a more normal caravan that carries a boat inside it when travelling. The Flat-Afloat, by Graham Bunn, is a most attractive houseboat with outboard propulsion and catamaran-type twin hulls.

My space is running out and I have scarcely begun! I would love to write of the many stands where accessories for boats are exhibited. Most impressive is the range of Lucas electrical equipment,

specially designed for arduous marine duties. Salt water is a deadly enemy to batteries, cables, switches and magnetos, but Lucas have all the answers, some of which are highly ingenious. Much special clothing for sailing is shown on several stands, and I propose to buy some of it in the hope of keeping dry on the Brighton run! There is so much to see that to write a full review is impossible, and some of the exhibits that I have not been able to mention are just as interesting as those that have squeezed in.



ALREADY very popular are the twin-hulled Kata-mars. These have a large carrying capacity and are propelled by an outboard motor.

S.C.C.A. Events for 1959

Provisional Calendar of National Rallies

Date	Event	Region
March 13-15	Great Florida Triangle	Florida
April 3-5	Nor'Easter	Northern New Jersey
17-19	Great Canyon	Arizona
May 2-3	P.O.R.	Detroit
15-16	Virginia Reel	Washington
23-24	2nd Annual Golden West	San Francisco
June 20-21	Historic New York	Central New York
July 24-26	Texas	Texas
August 21-23	Berkshire Mountain	New England
Sept. 19-20	Michigan Miglia	Chicago
26-27	Continental Divide	Colorado
October 9-10	Rip Van Winkle	New York
17-18	South Texas State Fair	San Jacinto
23-25	Flaming Fall	Kansas City
Nov. 6-8	Appalachian	Philadelphia

Provisional National Racing Calendar

Date	Event	Region
April 4-5	Pensacola	Gulf Coast
18-19	Marlboro	Washington
May 2-3	Virginia International Raceway	Danville
9-10	Vaca Valley	San Francisco
15-17	Cumberland	Steel Cities
30-31	Bridgehampton	New York
June 20-21	Elkhart Lake	Chicago
July 3-4-5	Lime Rock	New England
August 8-9	Montgomery Vineland	New York
22-23		South Jersey
Sept. 5-7	Thompson	New England
12-13	Elkhart Lake	Chicago
25-26	Watkins Glen	Glen
October 24-25	Laguna Seca	San Francisco

A NEW range of Evinrude outboard marine engines was introduced last Monday by University Motors at a cocktail party at their Piccadilly showrooms, to members of the trade and the Press.



BERGMEISTER: Wolfgang von Trips in action in a Porsche RSK on a left-hander in the Gaisberg hill-climb. Many of these Continental climbs twist their way upwards for five or ten miles!

vided the main source of excitement and spectacle throughout the series, the outcome of which remained indecisive until the end. On a number of occasions the Porsche and Borgward drivers were separated only by a couple of seconds or fractions of a second.

Both of the German concerns used—as stipulated by the rules—1½-litre engines, but engines and chassis differed very much from one another. Porsche prepared a 66 x 85 mm. (1,498 c.c.) machine. Power output of this four-o.h.c. engine is about 135 b.h.p. at 7,000 r.p.m. Chassis is of the “space frame” type formed of thin tubes. Front suspension is controlled by longitudinal torsion bars: the rear axle system is of completely new design. Two types of bodywork were used for the championship, one more streamlined than the other and provided with rear stabilizing fins. This was preferred for fast climbs;

European Mountain Championship

THE second European Mountain Championship was, like the 1957 contest, contested by six different countries, namely: Greece, France, Italy, Germany, Austria and Switzerland. Events were, in fact, held in each of these countries at the following venues—Mount Parnis, Mont Ventoux, Trento-Bondone-Fribourg-Gaisberg and Ollon/Villars. In 1958 the rules governing this championship differed greatly from those of 1957; in fact, points were not awarded on the basis of the number of the competitors, but fixed from the first to the ninth classified competitor in the following order: 10-8-7-6-5-4-3-2-1. All the events took place, as required by the rules, over a course of at least six kilometres having a total gradient of not less than 350 metres between the start and the finish. For the runs measuring from seven to 10 kilometres the total minimum gradient had to be five per cent. Up to the distance of 10 kilometres each driver had to complete two climbs. When the distance reached, or exceeded, 10 kilometres, the minimum total gradient was always at least 500 metres and only one attempt was required.

Of particular interest is the fact that, in the case of events which required two runs, classification was determined from the aggregate of both runs, and not for the fastest attempt!

This Championship was of great interest to the Germans, who appreciated the publicity—especially as it had been limited to cars not exceeding 1½ litres, which is the engine capacity preferred by International competitors.

Porsche and Borgward therefore took the Championship very seriously, although their example was not followed by either the British or the Italians. Consequently, the two German manufacturers were the main supporters of the European Mountain Championship in 1958, and both of them brought their best cars and best drivers to each event. Porsche used the services of two leading G.P. pilots—Jean Behra and Wolfgang

Hill-climbs on the Continent are a major branch of the sport: here GIANNI MARIN discusses the 1958 Championship series, won by Wolfgang von Trips for Porsche

von Trips, and also Edgar Barth and Huschke von Hanstein. Borgward, who at the start had only Cabianca and Hermann available, engaged the Swede, Joakim Bonnier, for the climb up Monte Bondone. All considered, this driver eventually showed himself as Borgward's best bet.

These two groups of competitors pro-

vided the other type had a more or less standard Spyder body. Weight of the cars varied from 600 to 650 kilos.

On the other hand, Borgward produced an indirect fuel injection power-unit with Bosch equipment. This light alloy, twin o.h.c. unit was said to develop 155 b.h.p. Three valves per cylinder were used—two small-diameter exhausts,

★
RUNNER - UP in the Championship was the Swedish driver, Joakim Bonnier, who gave impressive performances in the potent new Borgwards.
★



and one inlet of larger size. As regards the chassis, various parts of the production "Isabella" were used. The weak point in this car is its weight—regarded as being rather excessive. In the later events a new and much lighter body-work was used, and it was with this revised model that Borgward obtained—in the hands of Bonnier—the best results. Von Trips proved to be the most outstanding driver in every sense of the word: three times he drove his Porsche to victory—first at Mount Parnis, then on Monte Bondone and the third time when climbing the Gaisberg. On Mont Ventoux, second event on the programme, he was runner-up to Behra. These three victories and his other placings gave him the absolute Championship with 38 points in all, seven points over his nearest rival, Bonnier (Borgward). As we have already mentioned, Bonnier entered the lists rather late, actually for the third event of the series, at Monte Bondone, where he achieved third place. After that he won at Fribourg, where the entire



HANS HERMANN finished third in the Championship driving for Borgward and is seen (above) on the Trento-Bondone climb.



TAKING the flag at the Gaisberg climb (left) is the ultimate Champion, von Trips.

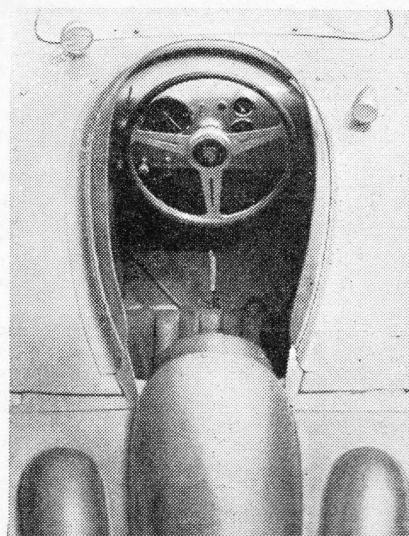
Porsche team failed (Barth and von Trips left the road, and Behra was second). He was runner-up at Gaisberg and fourth at Ollon-Villars.

Hermann (Borgward), Barth (Porsche) and Behra were third, fourth and fifth with 30, 29 and 23 points respectively. Bracketed with Jean Behra in the final classification we find the Italian Giulio Cabianca, who drove a Borgward, but is usually associated with Osca.

The European Mountain Championship has definitely given proof of its vitality, importance, interest, and even of its utility. In 1959 this Championship will no longer be restricted only to Europe. It will become fully International, and it will certainly be of world-wide importance if Great Britain and Italy would also send powerful representatives, and so assist in attacking a market which, at present, is monopolized by Germany.

FINAL CLASSIFICATION OF THE POINTS AWARDED IN THE EUROPEAN MOUNTAIN CHAMPIONSHIP

Driver	Car	Mont Parnis	Mont Ventoux	Monte Bondone	Fribourg	Gaisberg	Ollon-Villars	Sum of four best results
1. Von trips	(Porsche)	10	8	10	0	10	4	38
2. Bonnier	(Borgward)	—	—	7	10	8	6	31
3. Hermann	(Borgward)	8	6	8	7	7	2	30
4. Barth	(Porsche)	6	7	6	0	6	10	29
5. Behra	(Porsche)	—	10	—	8	5	0	23
Cabianca	(Borgward)	7	5	5	6	3	0	23
7. v. Hanstein	(Porsche)	5	4	3	—	0	5	17
8. Walter	(Porsche)	—	3	2	5	4	0	14
9. Greger	(Porsche)	—	—	0	3	0	8	11
10. Calderari	(Porsche)	—	—	—	—	—	7	7
11. Maglioli	(Porsche)	4	—	—	—	—	—	4
Scarfiotti	(OSCA)	—	—	4	—	—	—	4
Strahle	(Porsche)	—	—	—	4	—	—	4
14. Spiliotakis	(Alfa)	3	—	—	—	—	—	3
Gunther	(Porsche)	—	0	0	2	0	1	3
Mme. Ferrier	(Porsche)	—	—	—	—	—	3	3
17. Michos	(Alfa)	2	—	—	—	—	—	2
Miani	(OSCA)	—	2	—	—	—	—	2
Vogel	(Porsche)	—	—	—	—	2	—	2
20. Fischer	(Porsche)	1	—	0	0	0	—	1
Testut	(Porsche)	—	1	—	—	—	—	1
Bini	(OSCA)	—	—	1	—	—	—	1
Ruby	(Porsche)	—	—	—	1	—	—	1
Bozic	(Porsche)	—	—	—	—	1	—	1



CONVERTIBLE: by an ingenious conversion arrangement, the Porsche Spyder can be "re-vamped" to produce a centre-seater machine suitable for F2 racing. Steering wheel and controls are moved across to alternative mountings.

At Modena recently, Ferrari's chief tester, Severi, lapped at just over 87 m.p.h. in the new F1 Ferrari.

Lister-Jaguar

●The Costin line brings us a very shapely new version of one of last season's most successful sports-racing machines.

OVER the past few seasons Brian Lister has acquired a reputation as one of the most brilliant young designers in the sports/racing car field. Starting with the Lister-Maserati he then graduated to more powerful stuff, namely the very potent and successful Lister-Jaguar. In the capable hands of the late Archie Scott-Brown the Lister has, on many occasions, showed a clean pair of heels to extremely stiff opposition.

For the coming season Lister called in the talents of Frank Costin, of Lotus and Maserati fame. Up to now the Lister-Jaguars we have seen can hardly be called beautiful, but as can be seen on these pages Costin has clothed the 1959 car very prettily. The Costin influence is most noticeable in the screen and high tail design, which is *à la* Lotus.

The bulge in the bonnet is necessary to accommodate the Jaguar engine and it also serves as an exit for underbonnet

air. It was decided not to place the engine on its side at this stage. Unlike his earlier designs, Costin has not used a ducted radiator on this car.

The cockpit is cooled by cold air taken from the region to the rear of the front wheel well via the air cooler.

The rear disc brakes (this year by Dunlop) are mounted inboard and are cooled in the same way as are those on the Vanwall, *i.e.*, the hot boundary layer of air is scraped from the disc while cold air is ducted around it. This is done by means of a raised intake in the undertray. The Salisbury final drive unit is cooled via a duct around the finned rear cover.

Cockpit layout is still being developed and will eventually be fully air-conditioned. The drivers have been very well looked after and new seats have been specially designed by Cox and Co. (Watford), Ltd.

The chassis details remain unchanged at the moment, the only exception being the use of Dunlop discs. As a result of this, Dunlop wheels and tyres will also be used on the cars.

The extremely low frontal area together with the expected low drag coefficient is expected to make this a 180 m.p.h. projectile, this with the 3½-litre,

250 b.h.p. engine fitted. With the 300 b.h.p. of the 3.8-litre unit installed the potential performance of this car can be best left to the imagination!

Lister's No. 1 mechanic, "Dick" Barton, will, with a team of works mechanics, accompany the cars to all meetings this year. Don Moore will be in charge of the engines.

Works drivers for 1959 will be Ivor Bueb and Bruce Halford. For races such as Le Mans and the Nürburgring 1,000 kms, other drivers will be added to the team.

SPECIFICATION OF LISTER-JAGUAR

3½-Litre Engine

No. of cylinders and arrangement: Six cylinders in line.

Bore and stroke: 83 x 106 mm.

Displacement (capacity): 3,442 c.c.

Valve position: Overhead (2 o.h.c.).

Compression ratio: 9 to 1.

Maximum b.h.p. 250 at 6,000 r.p.m.

Carburettor (make, type, No.): Three twin choke Webbers.

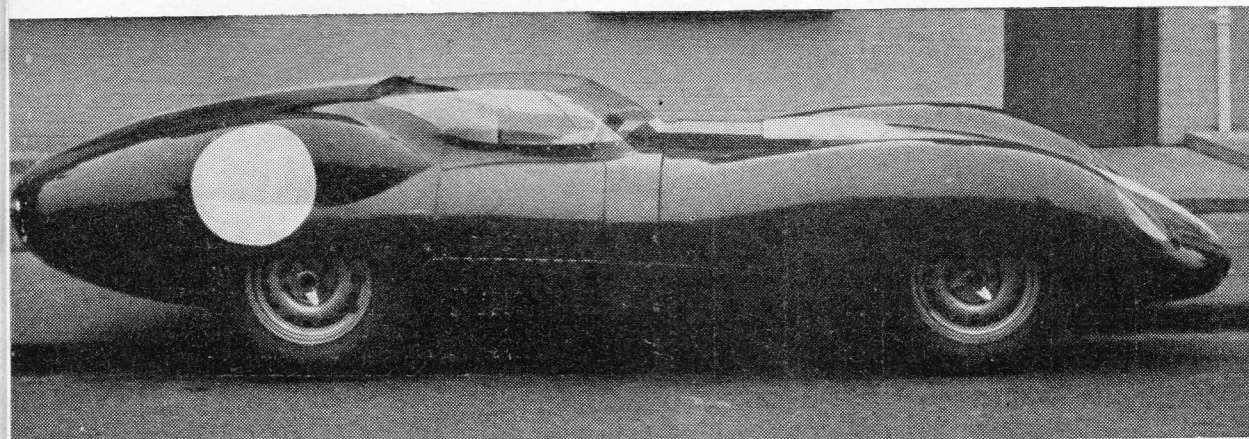
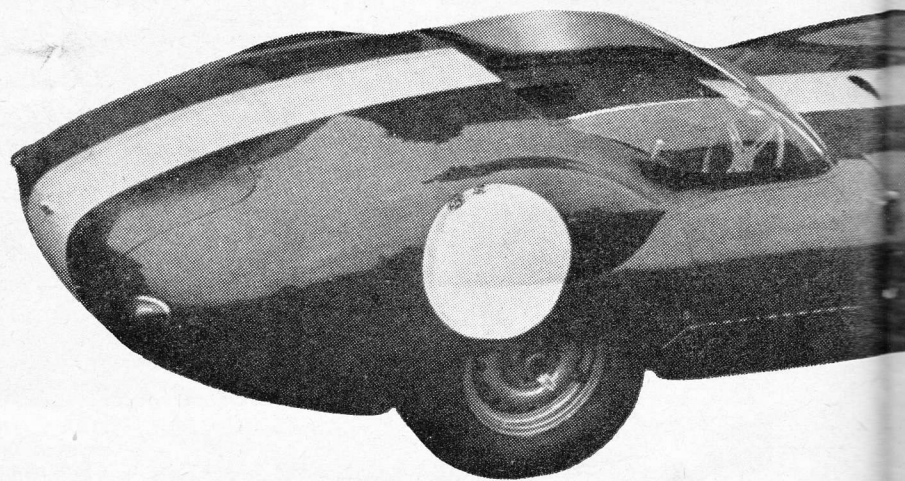
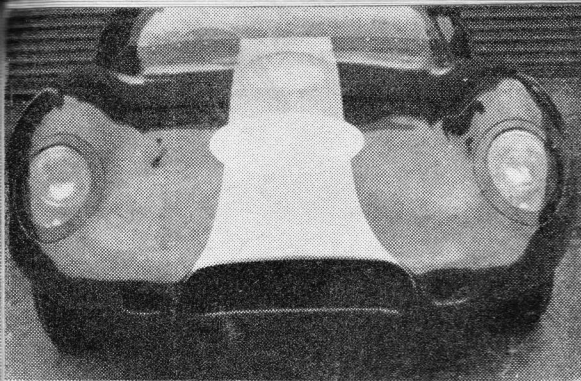
Fuel pumps: Two SU electric pumps.

Lubrication: Dry sump. Tank 5 gallons.

Oil filter: Tecalemit full flow.

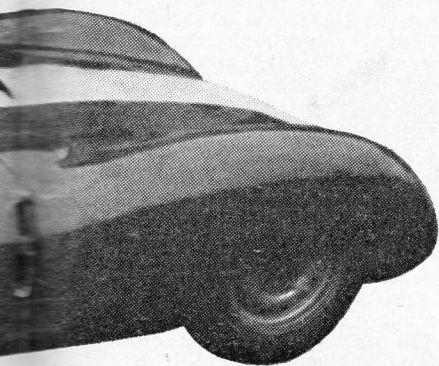
Cooling system: Water pump. Marston Excelsior radiator.

Battery: 12 volt 40 A/H.



★
VIEWS of the new car are seen on these pages. Cockpit layout is shown on the right.
★

for 1959



FIRST LOOK at the new car by Ivor Bueb (in the cockpit); he will be a Lister team driver this year. Looking on are Frank Costin and Brian Lister.

Photography by **GEORGE PHILLIPS**

A 3-litre Jaguar engine is also available:—
Bore 83 mm.; stroke 92 mm.; 2,986 c.c.
This can be equipped with the latest 35/40 head at an extra charge. Power figures probably in excess of those quoted for the 3½-litre standard engine may be expected.

Transmission

Clutch: Borg & Beck. 3 plate, 6 springs, hydraulically operated.

No. of gearbox speeds: Four.

Gear lever position: Remote control conventional.

Synchromesh on: 1st, 2nd, 3rd and top.

Overall ratios: Top, 3.54 to 1; 3rd, 4.525; 2nd, 5.825; 1st, 7.610. Rev.

***Final drive:** Salisbury Hypoid, alternative ratios: 2.93/1, 3.31/1, 3.54/1, 3.77/1, 4.09/1, 4.27/1, 4.55/1, 4.78/1.

*This incorporates the Powr-Lok differential unit at no extra charge. ZF limited slip differential is available at an extra charge.

Chassis

Construction: 3 ins. x 14G. Seamless drawn steel tube.

Brakes: Dunlop disc, 12 ins. dia. front, 12 ins. dia. rear.

Suspension: Front: Equal length wishbones and helical springs; rear: de Dion and helical springs.

Shock absorbers: Telescopic, Girling manufacture.

Wheels: Knock-on light alloy, 5 ins. x 16 ins. Perforated disc, Dunlop manufacture.

Tyre size: Front, 6.00 x 16 ins.; rear, 6.50 x 16 ins.

Steering: Rack and pinion.

Steering wheel: Light alloy, wood rim, Derrington manufacture, 15 ins. dia.

No. of turns (lock to lock): Two.

Dimensions

Wheelbase: 7 ft. 6½ ins.

Track: Front, 4 ft. 4 ins.; rear, 4 ft. 5½ ins.

Overall length: 14 ft. 4½ ins.

Overall width: 5 ft. 7 ins.

Overall height: 2 ft. 7 ins. at scuttle; 3 ft. 2 ins. overall.

Ground clearance: 4½ ins. sump, 6 ins. chassis.

Turning circle: 40 ft.

Dry weight: 15½ cwt.

Tank capacity: 38 Imperial gallons.

Performance Data

Top gear m.p.h. at 1,000 r.p.m.: 24.

Weight distribution dry: Front, 48 per cent.; rear, 52 per cent.

By the way, it has been widely reported that Walt Hansen won his class in the Sports Car Championship of America, driving a Lister-Jaguar. Listers ask us to point out that in fact he won the Championship itself.

J.B.W.-FERRARI

BRIAN NAYLOR will be seen at the wheel of a new sports car in 1959—a 3-litre J.B.W.-Ferrari fitted with a four-cylinder Monza Ferrari engine, developing some 270 b.h.p.

The car has been designed and built from scratch by Fred Wilkinson, his brilliant chief mechanic, and incorporates all the best features and lessons learnt from racing the successful J.B.W.-Maserati last season.

A 16 s.w.g. tubular space-frame chassis weighing 98 lb. is used and this is fitted with i.f.s. by wishbones, coil springs and telescopic shock absorbers, a de Dion with Watts linkage being used at the back. A rear-mounted, fully synchromesh, four-speed E.R.A. combined gearbox and final drive unit is utilized, as are outboard disc brakes all round.

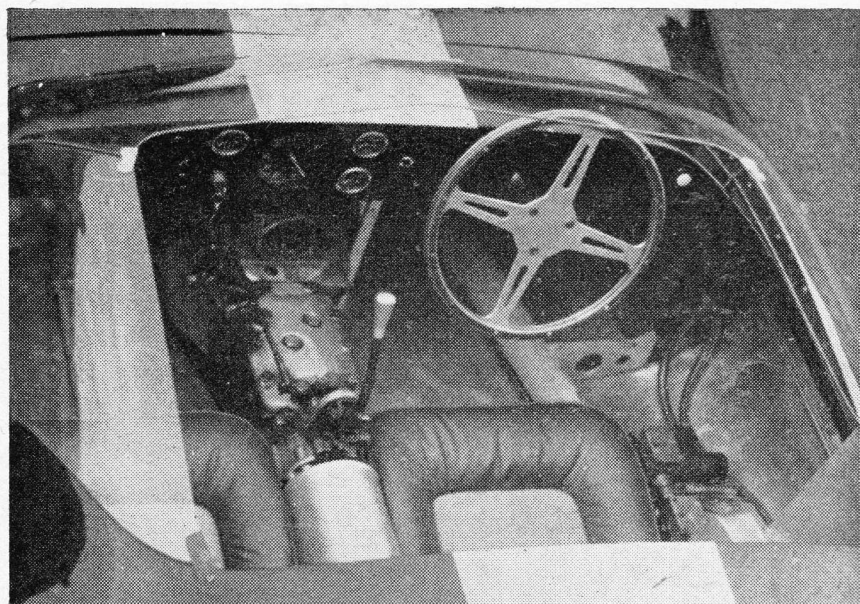
The car has been built for reliability and strength as well as for high speed in World sports car championship events and it will weigh some 12 cwt. ready to race.

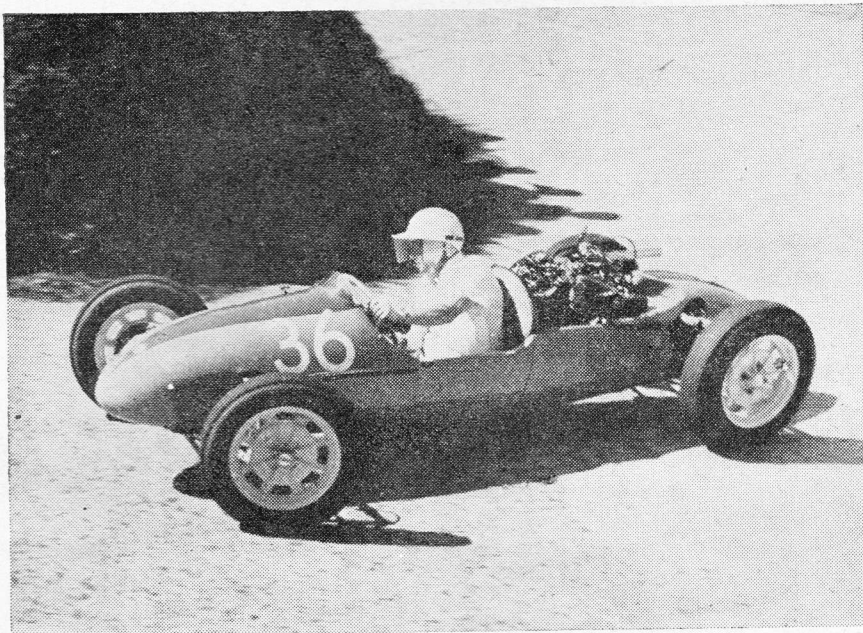
Rumour has it that Naylor will be driving a Maserati-engined Formula 1 car built to his own specifications by Fred Wilkinson in most of the 1959 Grand Prix races.

K. H.

TONY MARSH WEDS

TONY MARSH, Hill-Climb Champion in 1955, '56 and '57, was married last Wednesday (7th) at Kidderminster, to Miss Hermione Scott, whom he met at Oulton Park in October, 1957, when he was competing in the Gold Cup meeting. Best man at the wedding was J. Duncan Hollingsworth, who is engaged to Tony's sister, Judith. Tony Marsh has recently acquired Michael Christie's F2 Lotus-based hill-climb special for use next season.





STYLE of a champion—relaxed, calm, but in perfect control, David Boshier-Jones, the current Hill-Climb Champion, takes his Cooper through Radio Corner during the Bouley Bay hill-climb.

Sprints and Hill-Climbs

*Continuing the Series by MARTYN WATKINS
on the Varied Aspects of Motor Sport at Club Level*

IN execution, sprints and hill-climbs have a good deal in common with actual racing, discussed in last week's article, for in both cases the major requirement in the competitor is the ability to drive a motor-car fast. It is in the one basic essential, however, that the difference lies, for whereas in racing one has direct competition from the other cars on the circuit, in sprinting the driver's main antagonist is the inexorable clock, and he or she is faced with the object of covering the set distance in the shortest possible time. Clearly, this time, if shorter than that set by the "opposition", will gain victory, but it will be realized that there is no direct "contact"—except in rare cases—against cars running at the same time.

In this country, the courses used for sprints and hill-climbs are fairly short: I cannot for the moment think of any British course that exceeds 1,000 yards or so. It is, of course, a quite different kettle of fish on the Continent, but we are concerned with the clubman's viewpoint and we must learn to walk at home before we start running abroad. Both forms of the sport require a similar technique—the art (and it is quite definitely a specialized art) of achieving very high speed in the shortest possible time. Maximum acceleration must be used but time-wasting factors such as wheelspin must be eschewed at all costs. Concentration of a very high order indeed is required throughout these short events: indeed, it must be of such tremendous degree that it is doubtful if the racing man could maintain it for the longer period of a race. The result of both a sprint and a hill-climb is frequently de-

cided by mere 1/100s of a second, and wheelspin, a missed gearchange, braking too early or too late, or over-exuberance on a corner—even a wrong line through a bend—can waste sufficient seconds to turn a good climb into an appalling one. The more difficult course can compress all the hazards of a full-blooded race into the space of a few seconds, and fast reactions and that concentration are vital.

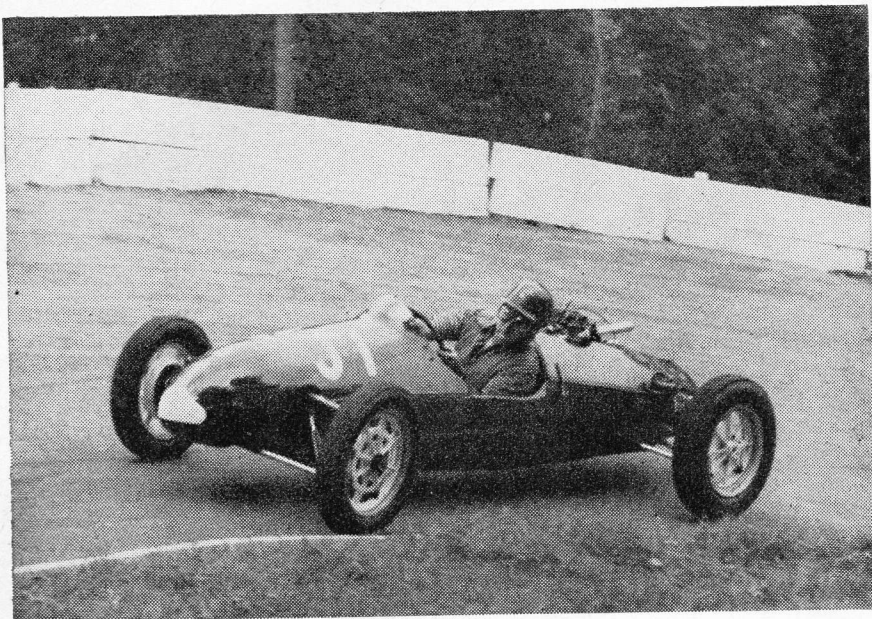
Before you try this form of the sport, which possesses an almost unique appeal for many of its devotees, you must fulfil many of the requirements necessary for racing. You must, obviously, have a car, and you must be able to control it and make it do what you want at high and low speed; you must have a crash

helmet, goggles or visor and so on, but you do not need a medical certificate of fitness. For this, as for any other form of motoring competition, you must have a suitable R.A.C. competitions licence. Before you practise, your car must satisfy the scrutineers in all respects, exactly as though you had entered it for a race.

Practice, especially in the hill-climb field, is of the utmost importance, and indeed it is very often a good plan to walk over the course before you make your first run in the motor-car if the hill is new to you. The reason for this is, I hope, plain: if it isn't then I must again stress that before you can achieve a winning time or break a record you must—quite apart from anything else—know the hill intimately, for you can save seconds on braking points and so on.

If you decide to make sprints and hill-climbs your particular *métier*, you are particularly fortunate, for few branches of the sport are so well served by such a widely scattered variety of courses. It can, I think, be safely said that wherever you live there is a course within 50 miles of your home! The well-known ones, like Prescott (in Gloucestershire), Shelsley Walsh, probably the best-known British hill (in Worcestershire), and so on, are situated all over the country. There are many lesser-known ones, providing just as good sport, like Harleford, near Marlow-on-Thames (in Buckinghamshire), Stapleford, near Chigwell, Essex, Westbrook Hay, near Watford (in Hertfordshire) and Great Auclum, near Reading (in Berkshire). Scotland has, among others, the well-known Rest-and-Be-Thankful hill, while in the Channel Islands is Bouley Bay, another championship hill! All in all, the R.A.C. Year Book lists over 40 approved speed event venues, providing sprint and hill-climb courses which are easily accessible from just about every part of the country. This list is constantly being increased, and last summer, for example, the West Hants and Dorset C.C. located another

(Continued on page 52)



STYLE of a champion: Three times the holder of the title, Tony Marsh drives similarly without fuss, placing the car to an inch on Prescott, the Gloucestershire hill.

WARNING TO MOTORISTS

As an independent British company we are proud that Castrol is the most popular and the most widely distributed oil in the country. But recently motorists have told us that certain garages disclose that they are no longer allowed to stock Castrol. This is because some garages are now financially controlled by petrol companies. Fortunately, we do not think that you will suffer much real inconvenience as these places are few and far between.

At some other garages, where only the oil made by a petrol company is allowed to be displayed, Castrol is available if you ask for it by name. Therefore, in your own interests, *don't take chances, always ask for Castrol by name.*

C. C. WAKEFIELD & CO. LTD. 46 GROSVENOR STREET, LONDON W.1.

SPRINTING: At the start of Brighton Speed Trials, Bill Moss awaits the signal in his famous E.R.A. R5B. Note the "twin" rear wheels fitted for increased traction.

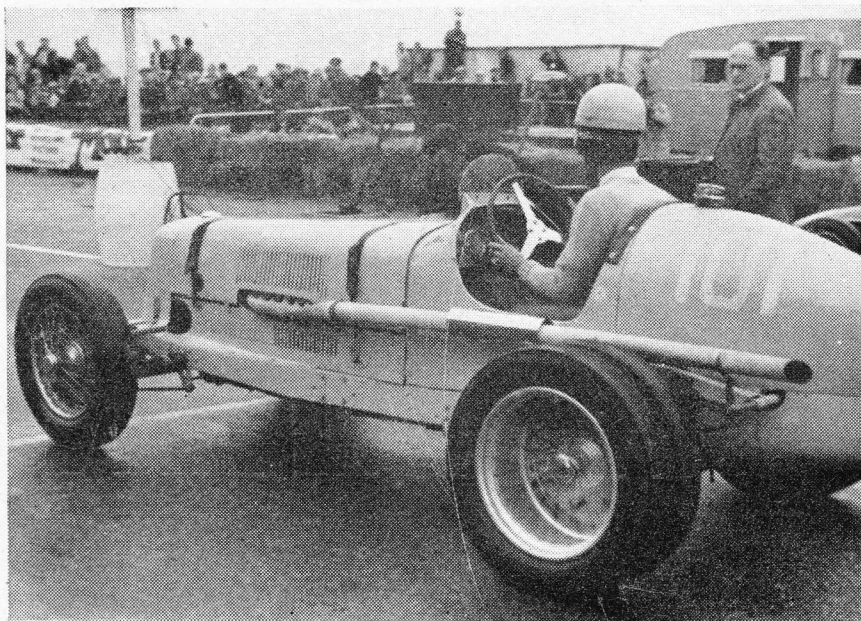
Sprints and Hill-Climbs—continued

south-western hill on which a successful event was run and, no doubt, will be run again.

The pinnacle of the hill-climbing fraternity is, of course, the R.A.C. National Hill-Climb Championship, and this is decided on a points system, marks being gained for performances at a number of selected climbs on the better-known hills in the course of each season. There are usually just over a half-a-dozen qualifying events, the courses used being Prescott, Shelsley Walsh, Rest-And-Be-Thankful, Bouley Bay, and Craigantlet (Northern Ireland). The Championship is open to any driver, provided that he is of British nationality and holds an F.A.I. competitions licence issued by the R.A.C. The marks gained in any five qualifying events count towards the Championship. At each meeting the Championship contestants are grouped together in a special class and start consecutively. Times achieved in this class do not count for any other award at the meeting, except the b.t.d. award, and these runs are made after the drivers have completed their runs for the normal awards of the day.

Marking for the Championship is on a basis of 10 points for the fastest driver, nine for the second fastest, eight for the third, and so on down to the sixth fastest, who scores five points. A new hill record gains a bonus mark for the man who achieves this. Current holder of the Championship, by the way, is David Boshier-Jones, whose successful season brought with it several of those bonus marks!

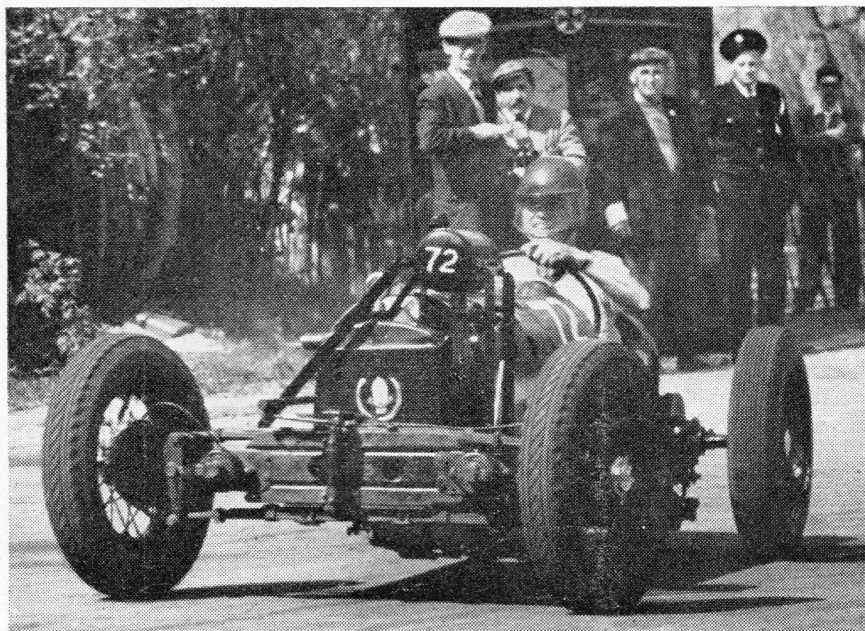
The sprint men do not, unfortunately, boast a championship, although since most of them are hill-climbers as well this has never seemed to be much of a hardship. Major event in their year is the national Brighton Speed Trials, held each summer on the sea-front at the Sussex resort. This is a fairly unique event, run over a standing kilometre of



Madeira Drive to give a near-straight course which in fact curves almost continuously to the right. One of the features of the event is that cars are started in pairs, so that competitors have the added stimulus of getting to the

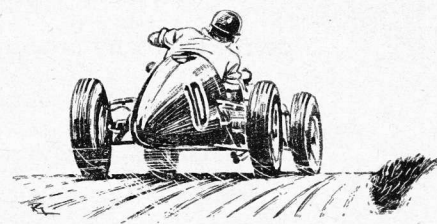
finish before the man they started with. Another of the features is that competitors have to return to the paddock by way of the public road, and strong reminders have to be issued about 30 m.p.h. speed limits to the chaps who

★
SPORTS CARS:
Tommy Sopwith
tackles Brunton in
his Cooper-Climax
sports-racing
machine.
★

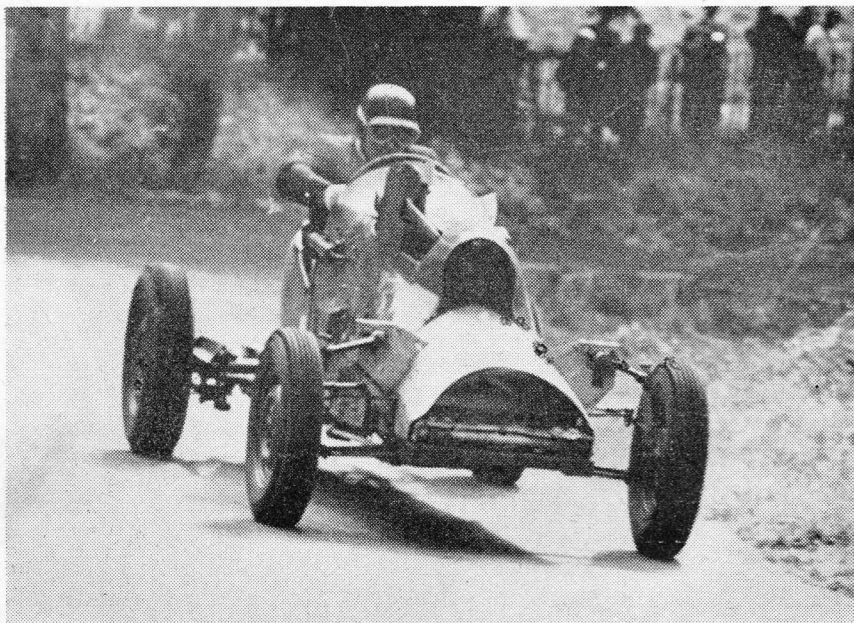


drive E.R.A.s and things through the centre of a seaside town!

As in most forms of club sport, you can use almost any kind of motor-car for sprints and hill-climbs, from a thoroughbred racing car—F2 Coopers have become increasingly popular for this class of event—to the family saloon. Here, I feel, is one of the secrets of the



SPECIALS: Sprints and hill-climbs are famous for the variety of fascinating specials produced for them, and here "Doc" Taylor tackles Prescott with the well-known vintage Caesar Special, with which he made b.t.d. at the 1958 V.S.C.C. hill-climb.



THE HUGE machine which appeared a few seasons ago in the hands of "T. Dryver", the de Havilland Special, is powered by a massive Gipsy Major aero engine! Here the car rounds the Semi-circle at Prescott.

curious appeal these events hold for people who are normally not of the racing fraternity. In a sprint or a hill-climb, you go by yourself, and so, with no-one to shunt you or to spin in front of you, your motor-car is perfectly safe. Many of the competitors who use "ordinary" cars for this purpose refrain from racing them because of possible expensive damage, but in a sprint any damage you do to the car is entirely your responsibility. Thus, if you rely on the machine for every-day transport, you can take things a fraction more gently and keep it in one piece. You'll never break a record this way, and you probably won't even win anything, but you can still have enormous fun plus some of the thrill of "racing".

As I have said, you can use almost anything for these events: some of the more improbable vehicles which have climbed, say, Prescott, include a 300 c.c. Goggomobil (it went up in 68 seconds or so) and Mrs. A. Jeddere-Fisher's 1913 Lancia coupé, while my own 3-litre Lagonda has astonished marshals at the finishing line before now!

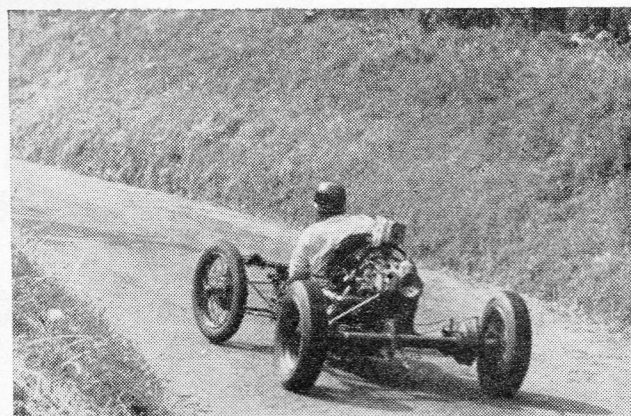
In spite of this, however, it is the special which finds, and always has found, its "spiritual home" in the hill-climb field. One of the very appealing things about events of this sort so far as the spectator is concerned is the variety of unbelievable vehicles he will probably see, and some of them are very fast indeed, for all that they look like something from a cartoon in poor taste! The annals of the hill-climb world, and sprints too, for that matter, are full of the brave deeds of these specials. Currently we have Chris Summers's Farley Special, a most remarkable machine which, from personal observation, either breaks the record (or nearly so) or else stops disconsolately about 30 yards from the start. Then there is the fabulous "Swandean Flying Saucer", using as power unit the engine from a Spitfire fighter and shattering the eardrums with the roar of its flame-belching stub exhausts. Bus transmission units are used in an effort to get some of this stupendous power transmitted to the road surface! Reg Phillips, a well-known name in more branches of motor-

ing sport than one, has produced "Fairley Specials" for hill-climbs, too, the current version being powered by a transverse-mounted Coventry-Climax engine, located at the rear of the car and driving the wheels through chains. There is no radiator on the car, the normally water-cooled unit relying largely on the air-stream to keep the temperature down. There are many other cars of this calibre.

Sprints reach the peak, of course, in the United States of America, and the American "dragster" represents the ultimate in specials. Almost brakeless, virtually unsteerable, with 90 per cent. or more of the weight on the back of the car, they are little more or less than engines with wheels on—but their acceleration is beyond description. I have no figures available, but it has been said that forces up to about 2g are released when one of these projectiles begins to move!

As I said earlier, competition in the field of sprints and hill-climbs is very close indeed, and thus a considerable premium is placed on the method of timing the cars. Clearly, a man with a stop-watch clutched in one paw, watching another man waving a handkerchief, will not do, and various systems have been tried over the years. The one now commonly employed involves a "spoon" or "hockey-stick" which is placed in front of a front wheel of the car at the

★
FARLEY SPECIAL, driven by Chris Summers, is another of the famous ones, capable of very high speed—on its day. Here the car is seen at Shelsley.
★

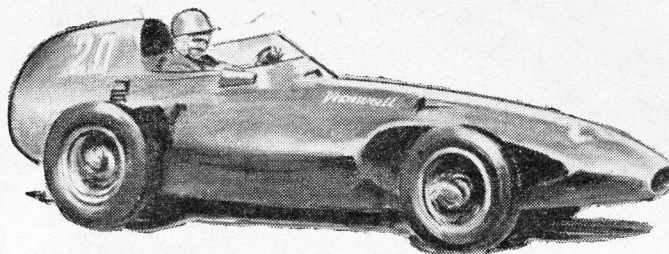


start. As the weight of the car passes over the foot of the stick, which contains a switch, the watches are automatically started, and an arrangement of photo-electric cells at the finishing line automatically stops the watches when the car breaks an invisible ray in crossing the line. In some cases a set of "traffic lights" gives the starting signal: these are used by the Brighton and Hove M.C. for the Brighton Speed Trials, and by the West Essex C.C. for their sprint meeting on the Snetterton circuit, in Norfolk.

Traction, of course, is something of a problem on a sprint or hill-climb car, and in many cases "twin" rear wheels are used in an effort to reduce wheelspin. Although giving the appearance of twin back wheels, mounted side by side as on some commercial vehicles, these are, in fact, single wheels employing special rims to which are fitted twin tubes and tyres. Limited-slip differentials, which form a mechanical means of checking wheelspin, are also employed frequently.

Although, it can be repeated, any sort of motor-car can be used for sprints and hill-climbs, nevertheless it is significant that the expert almost invariably employs a machine of one particular type. Indeed, if popularity and consistent success form any sort of criterion, this would seem to be an ideal car for the job. This is generally a Cooper chassis, powered by a J.A.P. twin-cylinder, air-cooled engine of 1,000 c.c., either supercharged or unblown. This will provide something like 90 b.h.p. for a weight of about 800 lb. The car has independent four-wheel suspension, giving optimum wheel-grip under all conditions, is possessed of excellent acceleration and provides first-class visibility, a necessary adjunct to accurate placing. Cars of this type have been used by the past three hill-climb champions, the late Ken Wharton (who held the title in 1951, 1952, 1953 and 1954), Tony Marsh (1955, 1956 and 1957) and David Boshier-Jones (1958) whose car, incidentally, is always a joy to behold and is as immaculate as the way it is handled.

There can be no doubt about it—sprints and hill-climbs have a fascination uniquely their own. They have a strong following, and certainly the enthusiast will produce from time to time a fascinating car for the purpose.



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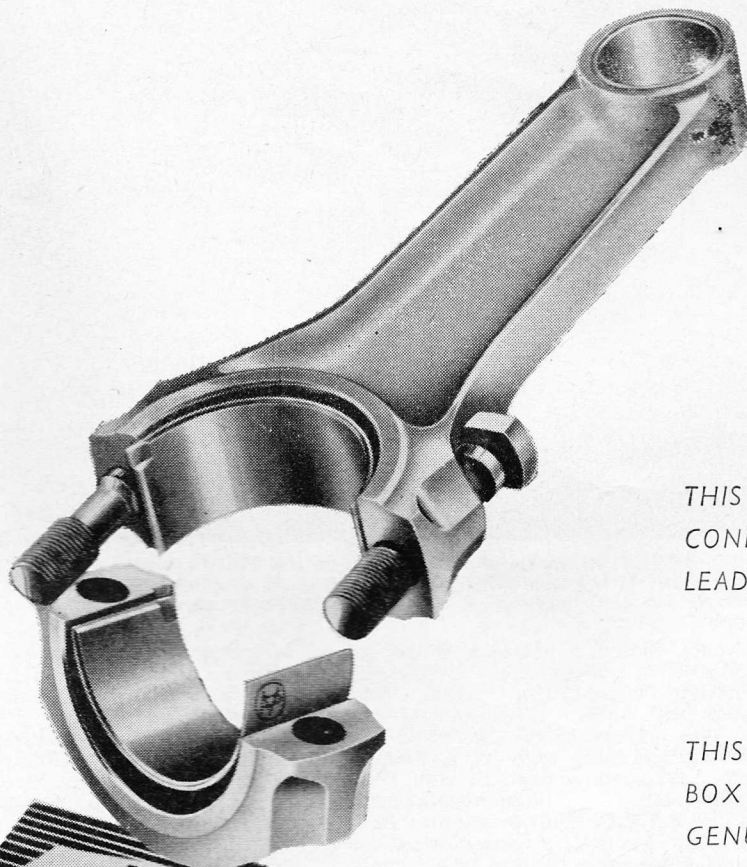
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Club News

by MARTYN WATKINS

RALLY schools are catching on all over the place, and yet another club to come up with the idea is the **Glossop and D.C.C.** Theirs is an eight-week course, starting on 13th January, and the club recommends that crews should attend the "school"—and other drivers and navigators should come along together to get the best out of it, rather than turning up as individuals.

The full syllabus is extremely comprehensive, starting with an introduction to O.S. maps and map-reading and including map-reading exercise. Then comes a lecture on route cards, and an exercise in using them, with some map-reading revision. The third week deals with types of rallies, R.A.C. regulations and another map-reading exercise, and the fourth week will deal with time-keeping and rally procedure, with a timed run thrown in. Then comes rally driving, pre-rally preparation and an advanced navigation exercise, then "gimmick" rallies are dealt with, followed by an application exercise. The week after this is confined to revision and finally comes an evening rally. Those who go along to the first lecture (at the Junction Hotel, Mottram) are asked to be armed with pencils, paper and O.S. sheets 102 and 111. As a point of interest, the organizers have recommended that students should always come prepared for short demonstration runs, with some form of map-light in the car.

INTRIGUING idea has reached me from the **Hagley and D.L.C.C.** In the course of a year's motor sport, says a paragraph in a recent note from the Club, Hagley is represented by members' teams in sprints, hill-climbs, rallies, driving tests and trials, and the committee has decided to compile a register of all the club's competitors and their cars so that a ready record may be available, indicating Hagley's competitive strength. A circular is being sent to all members asking for details of their cars and the type of competition which interests them—and don't misunderstand me!

TOP of the pile this week is a note from the **Harrow C.C.** giving details of a closed evening rally on 24th-25th January, covering about 110 miles. Start is at Rickmansworth, Herts, and regs. are available from Miss N. Young, 2 Dove-dale Avenue, Kenton. . . . **Allard O.C.** holds a film show, including the club's film of its 1958 Snetterton sprint meeting, at the Pavilour's Arms, Page Street, Westminster, S.W.1, on 12th January, starting at 8 p.m. . . . North-western centre of the **B.A.R.C.** holds, in conjunction with the **R.A.F.A.M.C.**, a rally on 25th January, closed to members of the two clubs. Secretary of the meeting is W. L. Cockbain, 6 Verulam Road, Southport, and entries close on 21st January. . . . Next event for **Bolton-le-Moors C.C.** is the Turner Trophy rally on 18th January, starting at 2.30 p.m. from Horwich, near Bolton. Details are available from C. L. Kinns, Pear Tree Garage, St. Helens. On 21st January the club has a film show at the Little



ABOUT to tackle a driving test in the Falkirk and D.M.C.'s Yuletide Rally is the man who won the event—J. A. Morrison, who seems to be judging the width of his M.G. TF (at Yuletide?).

Theatre, Bolton, and details of this can be had from J. McCartney, "Woodlands", Chorley Old Road, Horwich. . . . **North Staffs M.C.** holds a closed evening rally on 14th January, entries closing on 11th January and going to W. G. E. Mackintosh, 94 Lincoln Avenue, Clayton, Newcastle, Staffs. . . . South-eastern centre of the **B.A.R.C.** holds its Seaford Rally on 17th January, a closed event for which entries must be in by 14th January.

Coming Attractions

- January 9th.** *M.C.C. Exeter Trial starts.*
- January 10th.** *M.C.C. Exeter Trial observed sections.*
- January 18th-25th.** **Monte Carlo Rally.**
- January 18th.** *Maidstone and Mid-Kent M.C. Brian Lewis Trophy Trial, Dunkirk Service Station, Dunkirk, near Faversham, Kent. Start, 10.30 a.m.*
- Burnham-on-Sea M.C. Mendip Standard Car Trial.*
- January 25th.** *Peterborough M.C. Warco Cup Trial.*
- February 22nd.** *London M.C. Coventry Cup Trial, The Cuning Man Inn, Burghfield, near Reading, Berks. Start, 10 a.m.*

Secretary is D. Peck, Long Down, Hill-side, East Dean. . . . London group of the **Forces M.C.** holds its Jack Frost rally on 7th February. Invited clubs are Cemian M.C., Riley M.C., Mid-Surrey A.C., Allard O.C., Advertising M.C., V.W.O.C., West Essex C.C., Sevenoaks and D.M.C., Guildford M.C., Sussex C. and M.C.C., R.A.S.C.C., Marconi A.C., East Surrey M.C., Singer O.C. and Horsham and D.M.C. Entries close on 27th January, and secretary of the meeting is R. R. Duxbury, 3 Devon Way, West Ewell, Surrey. . . . First event of the New Year for the **London M.C.** is the Coventry Trial, which has now been

postponed because of "clashing". Entries close on 19th January. The event starts at 10 a.m. from the Cuning Man Inn, Burghfield, near Reading. New date is 22nd February. Secretary of the meeting is Mrs. Anthea Scott-Job, 26 St. James Mansions, West End Lane, London, N.W.6. . . . Secretary of the north-west centre of the **M.G.C.C.** is now R. P. Heywood, c/o 18 Knowsley Street, Bury, Lancs. . . . **Stockport M.C., Caven-dish C.C. and Glossop and D.M.C.** hold jointly the Five Ways rally on 25th January. Entries go to G. D. Jackson, 47 Church Road, Gatley, Cheshire, and the event is closed to members of the three promoting clubs. . . . Regulations are available for the **Hagley and D.L.C.C.** Clee Hill trial on 1st February, starting from the Stewponey Hotel, Kinver, Worcs. Invited clubs are Lancs and Cheshire, London, North Midland, Peterborough, Sheffield and Hallam-shire, Shenstone and Sunbac, and the event counts for the trials championship. Entries close on 27th January and secretary of the meeting is G. I. Tucker, 115 Bewdley Hill, Kidderminster. . . . **Hants and Berks M.C.** Riverside rally takes place on 14th-15th February, taking the same form as in previous years. . . . **Herts County A. and Ae.C.** announces that its Westbrook Hay hill-climb, to be held this year on 11th July, will be a qualifying event for the R.A.C. hill-climb championship. The club will also be holding its usual speed events at Brands Hatch and Harleyford. . . . South-west centre of the **M.G.C.C.** holds the Salisbury trial on 8th February in conjunction with the **West Hants and Dorset C.C.** and the **Seven-Fifty M.C.** The event is for production cars with a class for specials and entries close on 2nd February. Secretary of the meeting is F. Bruce-White, The Manor House, Winterbourne Gunner, Salisbury, Wilts. . . . **Burnham-on-Sea M.C.** holds its Mendip standard car trial on 18th January. . . . **B.R.S.C.C.** (Northern centre) hold their annual midnight rally on 24th-25th

January, invited clubs being B.A.R.C., Y.S.C.C., M.G.C.C., Ilkley and D.M.C., DeLacy M.C., Lancs A.C., Jaguar D.C., Morley M.C., Airedale and Pennine M.C., Sheffield and Hallamshire C.C., Bolton-le-Moors C.C., Leeds University M.C., Huddersfield M.C., East Yorks C.C., and Darlington and D.M.C. Secretary is G. L. Johnson, 58 Holborn Street, Woodhouse, Leeds 6. . . . **Surrey Sporting M.C.** sprint at Brands Hatch, usually the first speed event of the new season, will be held this year on 1st March although it has, apparently, been "beaten by a short head" for the honour and glory of being first away. Classes include categories for 1172 and 750 Formulae, normal open and closed classes, a racing car class and one for pre-1940 sports cars, which last year included a dozen Railtons. Invited clubs are B.A.R.C., London M.C., Seven-Fifty M.C., Tunbridge Wells M.C., Vickers M.C., Club Lotus, Maidstone and Mid-Kent M.C., B.R.S.C.C., Jaguar D.C., Guildford M.C., Mid-Surrey A.C., East Surrey M.C., and Forces M.C. Secretary of the meeting is D. H. Barrett, 1 Ladbroke Road, Redhill, Surrey. . . . North-west centre of the **B.A.R.C.** is organizing a TV driving test meeting on 1st February at No. 1 Car Park, New Brighton, Cheshire, starting at 10.30 a.m. The television broadcast is scheduled for 1.30-2.30 p.m. Classes will be for closed touring cars up to and over 1,300 c.c. and for open or sports cars up to and over 1,500 c.c., and applications for regulations should be sent immediately to G. Irving, 27 Stanley Street, Liverpool 1. I have not been supplied with a list of invited clubs, but I imagine most of the

northern ones and those with a "driving test-minded membership" will be asked to send along a few chaps. . . . When I mentioned the **Cambridge University A.C.** Mini-Monte rally last week I left out one of the invited clubs, the London M.C. Also, since then another club has been invited and this is the north-west centre of the B.A.R.C. Will any member of either of these bodies, therefore, please note that he's welcome. . . . **Midland A.C.** have four members entered in the Monte Carlo Rally—Frank Grounds, G. T. S. Smith, Gerard Flewitt and D. O'M. Taylor: in addition Cyril Johnson is going along as a member of Flewitt's crew—so they don't think only in terms of Shelsley in the M.A.C.! . . . **Falcon M.C.** holds a night navigation rally on 17th January, starting from Woolmer Green. . . . **Singer O.C.** hold a film evening at the "Scots Hoose", Cambridge Circus, London, on 21st January, starting at 8 p.m.

Seasonal Survey—continued

lowered it still further to 57.4 seconds, or 77.77 m.p.h.

At Monthéry on 5th October, Jim Russell (Cooper) became the first British driver to win the annual Coupe de Salon race, this time confined to F2 machinery. For various reasons only eight cars faced the starter, and the promising Fry-Climax went out on the first lap with gearbox failure. Tony Marsh (Cooper) retired with a puncture when in third place and Ivor Bueb's Lotus was retired after continuous gearbox troubles. After a shunt on the line Jack Brabham's works Cooper lost bottom gear; nevertheless he finished second

to Russell in front of Norman Barclay (Cooper). Fourth place went to the Cooper of Keith Ballisat, and Russell set fastest lap. The Frenchman, Vidilles, crashed while duelling with Brabham and Russell.

Last appearance for the F2 circus of the 1958 season was at Casablanca on 19th October for their section of the Moroccan Grand Prix. Coopers provided all the 1,500 c.c. entries, being driven by Jack Brabham, Bruce McLaren, Tom Bridger, Andre Guelfi, the Belgian Picard and La Caze. Bridger and Picard were involved in crashes, Picard being seriously injured but Bridger escaping with a shaking. Winner of the category was Brabham in front of Bruce McLaren, Robert La Caze and Andre Guelfi.

This completed the season, the Casablanca win securing for Cooper the Constructors' Championship. This was a sterling effort, for although Coopers were numerically superior on almost every occasion, the opposition was nevertheless very strong, and the progress of the Porsche machines in particular will be watched with interest.

Recent Results

HANTS & BERKS M.C.

"Pairs" Point-to-Point, 4th January

Best Performance: 1, R. Michalkiewicz (TR3) and E. K. Burton (A30) 3,007 marks; 2, Dr. J. D. Nelms (VW) and R. D. Gotts (Gazelle), 2,880; 3, J. Higginson (Magnetite) and Mrs J. Johns (Wolseley 1500), 2,744; 4, A. K. Hirst (Gazelle) and D. G. Hayes (Minor), 2,703; 5, J. Bell (M.G.A) and P. Giles (Standard), 2,665; 6, W. E. Stallwood (Ensign) and W. Thatcher (Javelin), 2,658; 7, L. N. Needham (Porsche) and S. P. Seager (Standard 8), 2,628; 8, R. A. E. Aldridge (Anglia) and D. Sage (Wolseley), 2,611; 9, P. D. T. Stevens (A.C.) and Dr. I. H. Pattison (TR3), 2,571.

More Club News on page 64

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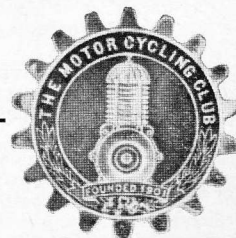
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LIST OF FIXTURES

Exeter Trial	9/10th January (entries now closed)
Land's End Trial	27/28th March
Scot to Scotland	15/16th May
Silverstone Races	27th June
Inter-club Team Trial	25th July
Sprint Meeting	12th September
Derbyshire Trial	2/3rd October
National Car Rally	5/7th November

Full details from **J. A. MASTERS** (Gen. Sec.)
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CORRESPONDENCE

Claude Storez and Stirling Moss

THIS is with reference to the article written by Mr. Gerard Crombac in your issue of 19th December about the recent press conference of Harry Schell at the A.A.T. bar in Paris.

Your reporter wrote that I told Harry Schell in front of everyone present that I was ready to take the seat of Stirling Moss any time in the Formula 1 races.

This is neither an accurate nor a fair report of what I said but rather a ruthless interpretation of it. Harry Schell and I were arguing about the future of the Formula 1 races after the recent changes in their regulations which brought protests from many of the top men in this kind of race. I then stated that if they did not want to race any more under the new regulations, it would always be possible to find people ready to replace them.

Messrs. Henry Sahuguet (A.F.P.), Pouzet (A.A.T.) and Fernand Legouge (*France-Soir*) were present at our conversation and are ready to testify that I never said that I, personally, would take the place of Stirling Moss.

I would appreciate your printing this statement in the next issue of your magazine.

CLAUDE STOREZ.

PARIS.

[Jabby Crombac did not write an article in the 19th December issue, but M. Storez was quoted in my article of 21st November, "Paris Press Conference", which is no doubt the reference to which he refers. However, I did not even mention Stirling Moss! My exact words were: "Storez appeared overjoyed at the possible withdrawal of British cars, and the rumoured retirement of some of our best drivers would be just what was needed to give the others a chance." I am sure that M. Storez will not quarrel with the sense of this translation, and I suggest that when he wrote his letter he could not have read the original article himself.—JOHN V. BOLSTER.]

The Honours List

I WOULD be most interested, along with many other racing enthusiasts, to be enlightened as to how the decision was made to ignore the present World Champion, Mike Hawthorn, in the recent Honours List.

There is no doubt, or question, that everyone heartily congratulates Stirling and knows that he so rightly deserves his honour, but I must bring the following thoughts expressed by many besides myself out into the open.

For the very first time Great Britain has a World Champion Racing Driver, having struggled, and I mean struggled, for so long, as Stirling himself knows only too well.

Admittedly Mike drove Italian cars, but then so has Stirling (and German), and have we forgotten Mike's victories at Le Mans and elsewhere in British cars?

If Honours are to be given surely they should be in the following order: (1) World Champion Driver for being Britain's first ever; (2) the Manufacturer of the car which gave this country its first Manufacturers' World Championship, namely Mr. Tony Vandervell, who, it appears, also did not even get placed.

One must also bear in mind that Tony Brooks produced

results comparable with Stirling and in fact can go back to this country's first G.P. victory in a British car for a very long time.

No doubt advice is obtained by the "Powers" before an Honour is approved and I can only assume that whoever they approached was sadly lacking in knowledge regarding the world of Motor Racing as it is today.

Honours where they are due by all means—which, as stated earlier, Stirling richly deserves, but after all a *World Champion* is a *World Champion* regardless of the colour of the car.

CLIFF DAVIS,

ROD. NELSON-KEYS.

LONDON, W.12.

The "Half-ton" Formula

I WAS most surprised to read that John Wyer credits me with having helped to lay the bad egg (presumably the new formula). Let me declare here that I had nothing to do with it, and was (agreeably) surprised at the decision of the C.S.I. Seeing the whole development of the formula through the last half century, a 1½-litre formula was clearly indicated.

As to the red herring: the support of racing by the oil companies has a great deal to do with the 1½-litre formula. It has been suggested that the formula would fail *because* the oil companies would not be interested. Mr. Wyer knows as well as I do that racing definitely needs the support of the big oil companies. With commercial fuel, they are much more interested in racing (and support of racing) than ever before, especially as the 1½-litre formula is so much nearer to the everyday car than the old formula.

I still maintain that many more concerns will be interested in running a Grand Prix team.

That large crowds went to see the Mercedes and Auto-Union was: (firstly) because of the intense rivalry between the two marques; and (secondly) because they prospered in an atmosphere of intense nationalism. The 500 c.c. races are uninteresting to most spectators because (1) there is only one make of car (except a very few specials), and (2) no foreign drivers take part. The new formula will certainly be a terrific spectacle because of the following reasons: (a) evenly matched, (b) many different makes, (c) cars from three-four nationalities and (d) maybe even faster than the 2½ litres. I think these are excellent reasons!

Lastly, I definitely deny that I tried to "justify" the new formula. It will more than justify itself, as the coming events will, no doubt, prove. I only tried to point out the many good points in the face of a storm of what I think is unwarranted criticism. Let me end by saying that Britain has a mighty good start for the new formula, having the cars, the engines, the drivers and the general know-how. Nobody would be more pleased than I if they went on winning Grand Prix races just like they did in 1958.

JOHN HUGENHOLTZ.

ZANDVOORT.

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

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(Continued overleaf)

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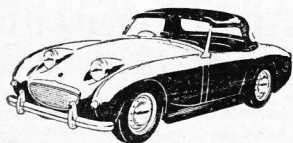
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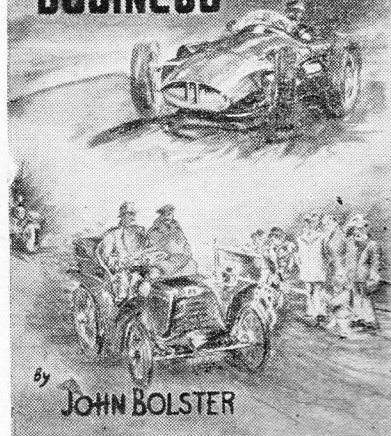
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AUTOSPORT

159 Praed Street, London, W.2

Night Of Surprises

First Time on a Lighthearted H.B. and U.H.U.L.M.C. Rally

FOR some time we had wished to sample one of the more lighthearted events for which the Hants and Berks M.C. are well known. The regulations for the H.B. and U.H.U.L.M.C. Joint Rally in early December promised just such an event and without having any inkling of what was on the menu the entry was sent in.

Early that evening a dense fog suddenly descended South-West of London, delaying the arrival of many competitors at the Hindhead starting point, which was fortunately clear of fog. By the time we arrived we found that many of the cars had already set off on the route and the clue to the first "Central" control was already on view. After visiting Central control it was necessary to perform a complete circuit of other points fixed by six- or eight-figure map references before returning untimed to Hindhead.

The regulations provided for a simultaneous start, but warned that a starting problem of some difficulty had first to be solved. The clue to the problem consisted of a coloured slide showing a young woman standing on what was obviously a disused railway platform, holding a board bearing the legend "150 ft. B.R." Unfortunately, we could not find any admittedly disused station on the 150 ft. contour line and it needed a friendly hint that the map might be out of date to get us going to the station at Elsted, west of Midhurst, which in fact turned out to be derelict though by no means devoid of life on this occasion. This control, like all the others, was called a club—in this case "Rocket" Club—and on the line was a mock-up of Stephenson's brain-child. A marshal was soon found, but—a foretaste of what was to come so often during the night—explained that he was the out marshal and first we must get signed in. The in marshal proved to be a gentleman on the platform letting off fireworks. He explained that by that time he had only one rocket left—presumably for the last car. So with injunctions to beware of the trains and have our season tickets ready, we pressed on to visit as many as possible of the other clubs, with names that we soon discovered were in many cases peculiarly appropriate.

The motoring part of the rally was not difficult, calling for some 150 miles in about eight hours. The real test was to find the marshals. Regulations had stated "marshals may be concealed". There was once in a P. G. Wodehouse book a character who made some remark which the author said, "should have endeared him to lovers of understatement". While I cannot now recall the remark in question, it can hardly have been a better example of meiosis than that innocent seeming phrase. One could not help in the midst of one's bafflement, feeling the greatest admiration for the ingenuity, humour, devoted labour—not to say personal expense—that must have gone into the efforts to divert us—in more senses than one. Sometimes the title of the club would help, such as the Lodive Club where the

fix was near an abandoned railway tunnel.

Competitors were asked to vote for the best marshalled point and the palm was awarded to a control in a brickyard. This was so elaborate and entertaining that it deserves a short description. On approaching one found amongst other things a voice continuously declaiming loudly and rapidly what may have been instructions as to how to find the control. Unfortunately, the order of the words was reversed and thus quite unintelligible. The out marshal said we could speak to the in marshal on the phone and while the latter gave information, it certainly did not enable us to find him. Such conversations were broadcast on a loud speaker in some bushes and the crafty competitor found the wire and, like a modern Theseus, traced it to the kiln where the marshal was. Decoys abounded, many most ingenious and amusing. Mention should also be made of a control deep in some woods where the eager competitor sped towards a light to find a tableau showing three witches round a cauldron—but, of course, no marshal! Another club represented most realistically a den of vice with all the trimmings, divans, low-cut evening gowns, drinks galore, calendar-girl wall decorations and young women screaming "put me down". On leaving this control my navigator and I, like stout Cortez men, looked at each other with a wild surmise—you see we were still not quite sure. . . .

As far as this crew is concerned, it was all the most tremendous fun, even if the manner of our tackling it was hopelessly amateurish. Two bods, a couple of torches and a map were definitely not enough. This is an age of specialization and it is asking too much to expect anyone to drive or navigate and then display qualities that might be envied by the crack escape-prevention squad at Dartmoor.

Another time the crew will number at least four, of which two will be specialized searchers in Wellingtons and thorn-proof space suits, equipped with portable searchlight, walkie-talkie and assisted, if possible, by an Australian aboriginal tracker or at least a police dog!

R. STANHOPE-PALMER.



Hagley Trial—continued

hill hairpin finish. Hinde alone made Section 1, Smith reaching 2, and Ridge 4.

Hill No. 11 was a dash through a wet mud bath, only speed and nerve being required! Those having both included Smith, Blankstone and Ridge, with Fidler failing in Section 4.

Last, but certainly not least, came No. 12. This comprised a steep and narrow lane with a very greasy surface which led its way out of the field, ran over a canal, then crossed a very wet grass patch before going on into the road! Only two made the road unassisted, N. B. Cresswell (Riley) and Hinde. Fidler nearly made it, but stopped for a second or two in Section 2!

Then, in the afternoon, they did it all over again, only this time the last was first and vice versa. To sum up, in the words of the Prophet, a "thundering" good do! Thank you, Hagley!

FRANCIS PENN.

LAND-ROVER O.C. RALLY

A LARGE notice telling competitors "You have been warned" would not have been amiss at the Land-Rover Owners' Club point-to-point rally at Solihull recently.

For prominent among the notes to competitors it was pointed out that there were very few steep gradients, and the main natural hazard was mud. There was indeed mud; gallons of it in fact, sufficient to defeat the attempts of most competitors to bull-doze their way through the worst, so that recovery trucks were kept very busy indeed.

Route-finding for the 2½-mile course, with 10 separate sections, was carried out by Mr. Alex Joyce, the Rover Company's Chief Land-Rover Demonstrator, who, with his assistants, spent a fortnight on what was referred to as "an expedition" into an area known locally as "The Jungle", hacking out a route which took competitors over all types of terrain.

The few gradients were steep—1 in 2 was a general estimate of the slope—there were muddy ditches to cross, and deeply rutted areas to cover.

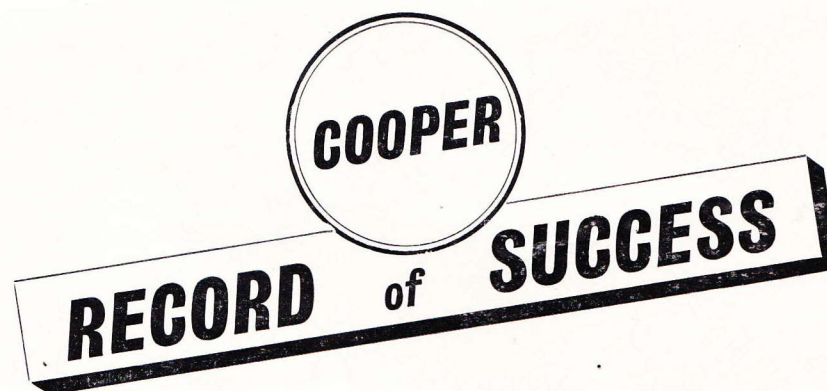
Surprisingly few competitors reduced their tyre pressures to the minimum, and even fewer took advantage of frequent halts to step out and make a reconnaissance of what lay ahead, a move which would undoubtedly have paid dividends in more than one section where even the undoubted power of the Land-Rovers was not enough, but where trials technique would have helped.

There was, however, some excellent driving, particularly that of Stuart Hibberd, who put up the best performance for a private entry for the second year in succession. Not surprisingly his Land-Rover is used constantly for farm work and has covered some 170,000 miles. The second best private entry was another case of knowing your machine and what it will do, for this was Bill Wauchope of Shrewsbury, another farmer. He is hoping to enter for the Algiers-Cape Rally, for which he is still looking for a co-driver.

The best trade entry was from A. Everson of Derby, and second in this class was Mr. E. S. Clover from Chesterfield. The Northern Sector won the Inter-Sector cup for the second year in succession.

Two Army teams did well, and a Land-Rover which recently covered 35,000 miles during the Oxford and Cambridge Expedition to South America, completed the course carrying the equipment used on that expedition.

The best lady competitor was Mrs. P. M. Campbell Lambert of Shrewsbury.



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