

AUTOSPORT

JANUARY 23, 1959

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Vol. 18 No. 4

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE MONTE CARLO RALLY : FAREWELL TO THE VANWALLS?
JOHN BOLSTER TESTS THE DAIMLER MAJESTIC : FORMULA JUNIOR



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Vol. 18 No. 4 January 23, 1959

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EDITORIAL

LEARNING THE LESSON

A PART from providing several hundred competitors with immensely good sport, events such as the Monte Carlo Rally are of tremendous value to the motor industry as a testing ground for designs and components. Brakes, suspensions and steering have all benefited from experience gained in the competition field, but it is in the field of driver comfort that rallies are of particular importance. British cars of the truly sporting type have nothing to be ashamed of in this respect, but our normal "touring" cars have for years tended to be the butt of Continental jokes, and although considerable strides have been made in the past two or three years in which a not inconsiderable part has been played by the extensive participation by our leading manufacturers in production car races and international rallies—there are still many items of detail "cockpit" design which fall sadly short of the standards which most Continental drivers take for granted. The most fundamental item contributing to the enjoyment of one's motoring is the driving seat and it seems incredible to us that apart from the most costly marques and a few makers using the expensive German-designed Reutter reclining seats, no British manufacturer provides a simple adjustment for the angle of the backrest. VW and Goggomobil have a simple stepped cam adjustment and medium-priced Simca and Peugeot models provide fully reclining seats. Rover do provide universal adjustment on their front seats, but spanners are required to alter them, which is of little help when changing drivers or even to ease one's back on a long drive. Trafficators are now mostly operated by self-cancelling stalks on the steering column, but a few makers refuse to step into line and they still put the switch somewhere inaccessible on the dash. Headlight flashing is the only usable signal on fast motor roads, horns being inaudible at speed, and it is the only civilized signal to use anywhere at night, yet where on British cars is the fingertip headlight control, fitted as standard to nearly every Continental vehicle? Most British makers realize now that it is impossible to make a four-speed steering-column gearchange that works, and are reverting to direct-acting floor changes. All praise to Standards in particular for offering as alternatives a three-speed, all-synchromesh column change (for those who *must* have the extra room) or a four-speed floor change, at the same price. Incidentally, why do not all gearboxes have synchromesh on *all* speeds, thus avoiding the ludicrous, but all too common arrangement, of a three-speed box with a fourth, slightly lower and virtually useless unsynchronized ratio as an "emergency low"? It is true that our designers are moving in the right direction, but oh, how slowly.

OUR COVER PICTURE

THE SMALLEST CAR in the Rally. John Patten and Ian Loudon Cox wait for the word "Go" from R.S.A.C. secretary, A. K. Stevenson, at the Glasgow control. Note the huge crowd, larger than ever before. The spectators lined the streets of Glasgow Mille Miglia fashion and cheered the competitors on their way.

SPORTS NEWS

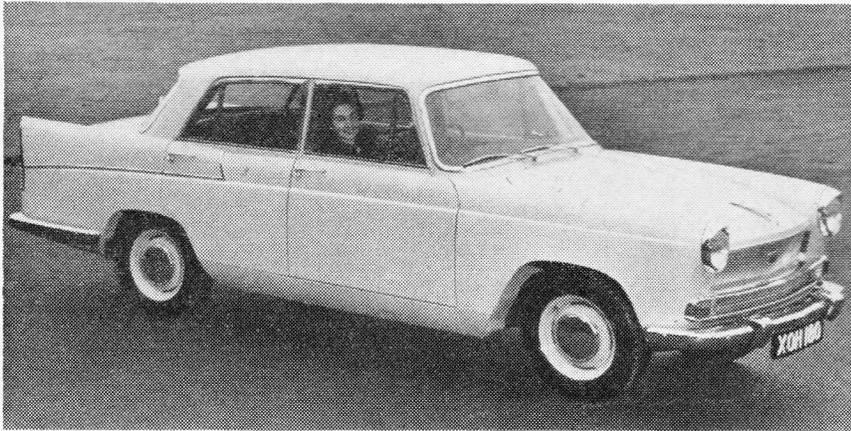
IVOR BUEB's Sunbeam Rapier in the "Monte" carried the inscription, chalked upside down on the side in English and French, "If you can read this, please turn us over as quickly as possible!"

IN last week's issue we reported that John Bekaert had bought the late Peter Whitehead's Lister-Jaguar. In fact, the car has been purchased by Mr. Derek Wilkinson of Northampton. John Bekaert will be driving the car in most major events this season.

THE COOPER-B.R.M.

A New British Grand Prix Contender

MR. A. G. B. OWEN, Chairman and Managing Director of Rubery, Owen & Co., Ltd., and Rob Walker, have



LATEST AUSTIN is the Mark II A55, shown above. Of similar basic design to the new Wolseley 15/60, it is powered by the 1½-litre B-Series o.h.v. B.M.C. engine, with single SU carburetter. A four-speed floor-mounted gear-change is standard, but a column-mounted version may be ordered at no extra cost. The de luxe model, including heater and tax, costs £878 17s.

reached agreement on the construction of a new British Grand Prix car, which is to be driven in the early part of the 1959 season by Stirling Moss. The car, which is being built at Dorking, consists of a 1959 Formula 1 Cooper chassis, steering and suspension, into which will be fitted a 250 h.p., 2½-litre, Formula 1, Grand Prix B.R.M. engine. The power of this engine will be transmitted through a five-speed gearbox which Walker has had designed specially for the new car.

It is hoped that the first appearance of the car, driven by Stirling Moss, will be at the Easter Monday Goodwood meeting, followed by the first European World Championship event, the Grand Prix of Monaco. Although the new car is the brain-child of Stirling Moss, it has not been agreed that he will drive this car in any other 1959 events after Monaco.



combustion engine and of other sources of power for the mechanical propulsion of vehicles.

A public meeting (men only) will be held on Thursday, 5th February, at 7 p.m., at the R.A.C., Pall Mall, London, to discuss the formation of this company.

MORE POWER FOR SIMCAS

SIMCA announce that more power is being built into all those P.60 models fitted with the Flash Special engine. The b.h.p. is now raised from 57 to 60.7.

This has been achieved by modifying the exhaust and inlet manifolds, the cylinder head and combustion chambers.

The improved models are the P.60 Monthéry, Monaco, Plein Ciel and Oceane.

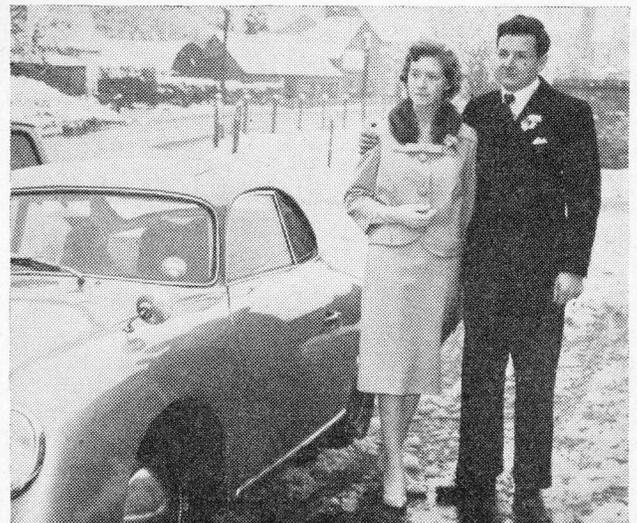
SCARABS FOR MONACO?

IN Paris during last week-end were Lance Reventlow and his works manager, Warren Olsen, on a trip to Europe to organize their expected appearance at Monte Carlo for the F1 Grand Prix next May. They were just arriving from London, where they had been

NATIONAL VEHICLE TRUST

IT is proposed to form a company, the objects of which will be: to promote the preservation of veteran and vintage motor cars and motor-cycles; to exhibit these vehicles and to promote scientific study of and research into the origins and development of the internal com-

★
JUST MARRIED: Tony Marsh, with his 19-year-old bride, Hermione Scott, after their recent wedding at Kidderminster. They are spending three weeks on the Continent with Tony's Porsche.
★



discussing Intercontinental formula with the R.A.C.

The Scarab constructors have a lot on their plate if they wish to be able to race so early this season, while the first engine is not yet completed for bench tests.

The car will be very low with an extremely long nose cowling (except for Monte Carlo). The four-cylinder engine is lying on its side, and the transmission is off-set on the left of the driver, who sits very low near the ground. The two valves per cylinder are desmodromically driven and the fuel inlet system is not yet finalized, being either carburetters, port injection "à la Vanwall" or straight injection as on Mercedes. Warren and Lance were on their way to Bosch, in Germany, to find out.

The five-speed gearbox is in unit with the rear axle, and incorporates Chevrolet gears for ease of manufacture and maintenance. Suspension is independent all round with a classic wishbone and coil spring design—classic that is for the front, for the use of this suspension at the back is not yet widespread.

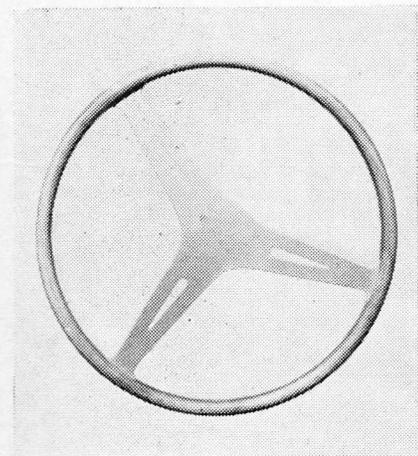
Drum brakes will be used at first with a possible change for discs. At the rear they will experiment with a B.R.M.-like single transmission brake. The fuel tanks are one each side of the car and make it look similar to a Super Squalo Ferrari but with thinner lines.

Fourteen workers are busy in their Culver City factory assembling parts which are cast and roughly machined by sub-contractors. Leo Goosen is in charge of the engine design.

Motor racing does need American Grand Prix cars, and good luck to the Scarab team, which hopes to bring three cars and plenty of spares with Chuck Daigh and Lance Reventlow as drivers.

OUR American contemporary *Road and Track* recently tested one of Lance Reventlow's Scarabs. Here are some interesting snippets regarding the performance of the car:—

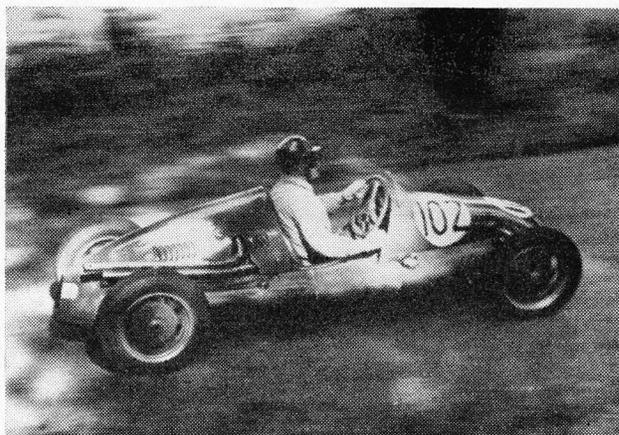
Test weight, 2,275 lb. Engine size, 5,562 c.c. B.h.p. at r.p.m., 360 at 6,000. 0-30 m.p.h., 2.1 secs.; 0-60 m.p.h., 4.2 secs.; 0-80 m.p.h., 6.2 secs.; 0-100 m.p.h., 9.0 secs. Maximum speed, 169 m.p.h. Standing quarter mile, 12.2 secs.



WOOD-RIMMED, hand-made steering wheel, now being marketed by Motor Books, 41/42 Parliament Street, London, S.W.1. One we examined was very smoothly finished, with no visible metal frame or rivets. Price is £8 5s. plus 2s. 6d. p. and p.

★
MICHAEL CHRISTIE, five years in succession the runner-up in the Hill-climb Championship, has decided to retire from championship driving. He will still make occasional sorties in Alexander-converted cars. Amongst his many post-war achievements, he has made B.T.D. at Prescott on eight occasions.

★



A Not-So-Tough "Monte" ?

Swift thaw takes the sting out of the early stages—First reports

FIRST reports from the Monte Carlo Rally to hand at the time of going to press (Tuesday) indicate that in contrast to the very severe weather of the preceding week conditions have suddenly improved to the point where the Rally is becoming relatively easy. Most competitors are still "clean" and such retirements and losses of marks as have taken place have been mainly due to mechanical troubles, rather than to road conditions. Peter Harper, last year's best British entrant, was still going strong at Turin, although a sticking valve was suspected. George Jopp and AUTOSPORT's Editor, Gregor Grant, the two British starters from Warsaw, were also "clean" at Turin. Incidentally, they both escaped being caught in a police speed trap at Garmisch, which ensnared 40 competitors, including Denis Scott and John Cotter.

The thaw had generally turned snow into slush and ice into plain wetness, but nevertheless there were "prangs" on such slippery surfaces as remained. Alex Cleghorn/Alec Newsham (Singer) hit a tree and the Haddow/Paterson Sunbeam also crashed, crew members of both cars being slightly hurt. Mary Handley-Page's

Sunbeam was also out, after a crash, and Mary, together with Joyce Howard and Daphne Freeman, was detained in hospital with slight injuries. Col. Crosby's Triumph was retired after damaging its steering on a snow-covered rock, and other retirements included John Melvin/Edwin Foden (Sunbeam), Frank Taylor/Jack Fawcett (Vauxhall), John Stoddard/Ronald Burn (Standard), and Ian Cameron/Charles Lewis (M.G.). Herbert Harper/Cyril Pilgrim (Morris) hit a tree after a slide and John Walker/Les Needham (Vauxhall) lost their windscreen; this was replaced but they later retired. John Meikle/Tom Murray (Hillman) also retired, as did the McLaughlin brothers (Triumph) with a blown gasket, and John Reeves/David Seigle-Morris (Austin) with suspension troubles.

However, the toughest part of the Rally is still to come—the Massif Central in France. Here there is still a great deal of snow and ice, and tired crews will have plenty to keep them busy before they reach the sunshine at Monte Carlo. A full report and results will appear in next week's issue, but for more news and pictures now, see page 111.

★
LAST YEAR'S highest placed British competitor, Peter Harper started from Athens with Jimmy Ray this year. Here they are before the rally, doing a little sightseeing.

★

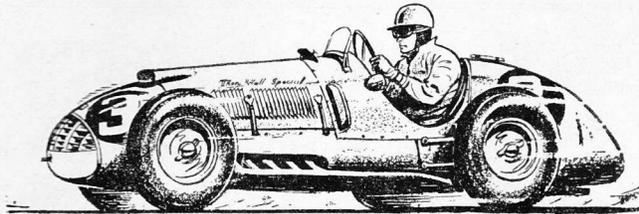


Farewell to the Vanwalls?

In these Three Recorded Interviews B.B.C. and I.T.V. Commentators Discuss with Tony Vandervell, Tony Brooks and Colin Chapman, the Loss of the Vanwalls from the European Circuits and the Future of the Sport without them

ON Tuesday, 13th January, the motor racing world was astonished to hear that Vanwalls were withdrawing from Grand Prix racing. The official statement made by Tony Vandervell read as follows:—

"I regret to announce, on medical



advice, that at the age of 60 years I must go slower.

"It is particularly regrettable to me to have to make this decision after building up a fine team, but I feel I cannot carry on by radar or remote control.

"I am sure, however, that all who have been associated with Vanwall have gained worthwhile experience and have not wasted their time. The personnel can be absorbed in my company with advantage.

"The Vanwall achievements have shown that a green car can win with a comparatively small organization. I must now leave the good work to the other green car manufacturers, and I wish them good luck."

G. A. Vandervell.

12th January, 1959.

That evening Tony Vandervell was interviewed on B.B.C. Radio Newsreel by Angus McDermid; here is a verbatim report:—

MCDERMID: Mr. Vandervell, does this mean that the name of Vanwall will disappear from Grand Prix racing irrevocably?

VANDERVELL: I'm afraid it will.

MCDERMID: What has forced you to this decision?

VANDERVELL: Well, I was forced to the decision through my medical advisers, who have insisted that I go slow. The strain of the motor racing business is more than my system will stand and more than they will allow.

MCDERMID: I suppose it's rather fitting that you're retiring just when your cars are at the height of their success?

VANDERVELL: That's very unfortunate, but in this case, of course, having taken medical advice I must accept what they say.

MCDERMID: Is your decision affected at all by the forthcoming change in the Grand Prix formula?

VANDERVELL: No, not a bit. It has nothing to do with it at all.

MCDERMID: Had you gone on racing that would have meant developing new 1½-litre cars by 1961. Do you think you would have been able to do that?

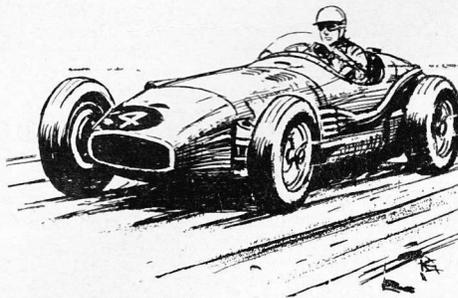
VANDERVELL: Well, I think it would have been almost impossible to have carried out a complete redesign and manufacture in 12 months. Apart from that, of course, there is the question of it being very undecided whether it will be a success or not and there is a great

THREE STAGES of Vanwall history. The Thin Wall Special (left). The 2.3-litre Vanwall (below) and the 1958 car as we knew it (below right).

deal of controversy going on about that type of car with the restrictions that have been put on it. Being 1½-litre and half a ton in weight, plus various other accessories which are unproved, it would have been, to my mind, a very difficult task to do.

MCDERMID: Now, what's going to happen to the Vanwalls? I see them all around me here, what are you going to do with them?

VANDERVELL: Well, I shall keep them here for some time and then I shall have to make a decision as to what I shall do with them. Probably I shall use the



engines for research and then, having done that, I might decide what I'm going to do—what I shall do with them.

MCDERMID: Motor racing has always been a hobby with you, not a business?

VANDERVELL: Motor racing has always been a hobby with me. I'm afraid I don't make motor cars and therefore it has no business interest at all.

MCDERMID: Will you keep up your interest in the motor racing game?

VANDERVELL: I hope to go round and see some of them going round the track. I shall probably see more as a spectator than I shall as an entrant or a pit operator.

In the same programme, McDermid also spoke to Tony Brooks, Vanwall's No. 2 driver.

MCDERMID: Mr. Brooks, I suppose, like every British racing driver and enthusiast, you regret Mr. Vandervell's decision?

BROOKS: Yes, very much so, because he was the first man to build a British Grand Prix car that's been capable of taking the continentals on in the Grandes Epreuves on level terms and, in fact, has brought the world manufacturers' championship to England this year, winning six out of the 10 Grandes Epreuves held for the world championship.

MCDERMID: You won three of the Grand Prix races in 1958 in Vanwalls, so I suppose it goes without saying that you regard it as a very fine car.

BROOKS: A very fine car indeed and nobody takes more care over the preparation of his car than Mr. Vandervell, and the drivers were always completely satisfied with the cars and had the greatest possible confidence in them, which, of course, is vital to a driver. Without that sort of confidence it is impossible to give your best in Grand Prix races.

MCDERMID: Do you think there's any car to take its place under the British colours?

BROOKS: Well, it's a difficult thing to say. It's no secret, of course, that Aston Martin have a Grand Prix car and, of course, the B.R.M. has got to the stage now where it is a very serious competitor for Grand Prix honours, and there are also the Coopers which have shown great performance—great promise—in the past and have, in fact, done very well. And, of course, the Lotus, but whether they'll be able to attain the heights the Vanwall achieved last year in winning, as I say, six of the 10 Grandes Epreuves—well, that remains to be seen: it's anybody's guess.

Independent Television News, the same evening, interviewed Colin Chapman who, apart from producing FI Lotuses, also had a substantial hand in the early chassis design of the Vanwalls. Neville Clark began the questions:—

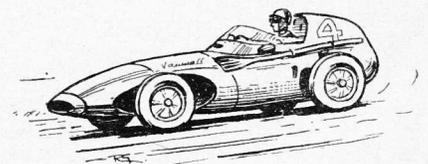
NEVILLE CLARK: Mr. Chapman, how great a loss to British motor racing will the disappearance of the Vanwall be?

COLIN CHAPMAN: Well, I think it's absolutely tragic. I think that Mr. Vandervell has been a very major contributor to the general rise in the prestige of motor racing, and in particular British motor racing over the last five years, and his absence from the circuits will be a very great blow to international prestige as far as we're concerned.

CLARK: Do you think the recent change in Formula 1 influenced his decision to withdraw from racing in any way?

CHAPMAN: Well, yes, I do. I think that he was a profoundly disappointed man to see these changes brought about which he was convinced were purely political moves which were brought about because of his supremacy in Formula 1 racing, as we know it at the present time, and he very deeply resented the fact that the amount of effort that had gone into it over the past years would come to naught in two years' time, merely because of administrative changes in the sport.

(Continued on page 117)



B.T.R.D.A. Competitions

Details of the Qualifying Events for 1959

FOLLOWING the recent death of the President of the British Trials and Rally Drivers' Association, Maurice Toulmin, the new President will be Dennis Flather.

The association has now published details of its competitions for 1959, and these are given below:—

Gold Star Trials competition: In each event, 20 marks will be awarded to the winner, 19 to the runner-up and so on in general classification. The award winners will be those drivers gaining the highest total of marks in their best six performances in gold star events, as before. Qualifying events for the 1959 competition are (January) Peterborough M.C. Warco Cup Trial; (February) Hagley and D.L.C.C. Clee Hill Trial; North Midland M.C. Kitching Trophy Trial; (March) Mid-Cheshire M.C. Wilshire Trophy Trial; Yorkshire S.C.C. 4/44 Trophy Trial; Sunbac Colmore Trophy Trial; (April) Lancs and Cheshire M.C. Derbyshire Trial; Darlington and D.M.C. Roderick Gray Sporting Trial; (September) West Hants and Dorset C.C. Knott Cup Trial; (October) B.A.R.C. and Y.S.C.C. Stone Trough Trial; Southsea M.C. President's Trophy Trial; Maidstone and Mid-Kent M.C. Bossom Trophy Trial; Sheffield and Hallamshire C.C. High Peak Trial; (November) Shenstone and D.C.C. Chase Trophy Trial; Kentish Border C.C. Kentish Border Trial; Chiltern C.C. Chiltern Hills Trial; Bristol M.C. and L.C.C. Roy Fedden Trophy Trial; Leicestershire C.C. John Bull Trophy Trial; (December) London M.C. Gloucester Trial; Northampton and D.M.C. Derngate Trial.

Gold Star Rally competition: As in all gold star competitions, the best six performances in all qualifying events will count, each competitor being awarded points according to the places he has gained in general classification and in class classification. Qualifying events for 1959 are: (January) South Wales A.C. Welsh Rally; (February) Thames Estuary A.C. "Cats Eyes"; (March) Scottish S.C.C. Highland Rally; Ulster A.C. Circuit of Ireland; (April) Maidstone and Mid-Kent M.C. Margate Rally; Midland A.C. *Birmingham Post* Rally; (May) Lancs A.C. Morecambe Rally; R.S.A.C. Scottish Rally; (June) Plymouth M.C. Plymouth Rally; (September) London M.C. London Rally; (November) M.C.C. Rally; R.A.C. Rally.

Silver Star Rally competition: In each event 25 marks will be awarded to the winner, 24 for the runner-up and so on in general classification. Award winners will be those gaining the highest marks in their best six performances. Qualifying events for this year are: (January) Cambridge University M.C. Miniature Monte; (February) Yorkshire S.C.C. Yorkshire Rally; (March) Herefordshire C.C. Welsh Marches Rally; (April) Rhyl and D.M.C. North Wales Rally; North Devon M.C. Ilfracombe Rally; Torbay M.C. Torquay and Torbay Rally; (May) Hagley and D.L.C.C. Welsh 12-Hour Rally; (June) B.A.R.C. Scarborough Rally; (August) Lancs A.C. Lancashire Cup Rally; (September) Liverpool M.C.

Jeans Gold Cup Rally; East Anglia M.C. Clacton Rally; Morecambe C.C. Illuminations Rally; (October) M.G.C.C. (N.W., N.E. and Scottish) M.G. Centre Rally; M.G.C.C. (S.W.) M.G. Western Rally; Shenstone and D.C.C. Buxton Rally; North London E.C.C. Radcap Rally; (December) Lancs A.C. Night Rally; M.G.C.C. (N.E.) Goathland Rally; Lancs and Cheshire C.C. Lakeland Rally.

The Stross International Trophy: Each competitor gains points according to the places he has gained in international rallies qualifying for the Trophy in both general and class classification. Qualifying events are Monte Carlo Rally, Sestrieres Rally, Acropolis Rally, Tulip Rally, Nürburgring Rally, Rally of the Midnight Sun, Coupes des Alpes, Adriatic Rally, Liège-Rome-Liège, Viking Rally, Rally Hereque and R.A.C. Rally.

The Flather Star Driving Test competition: The best six performances count here, points being scored in class classification. Qualifying events are driving test meetings run by Bolton-le-Moors C.C., Thames Estuary A.C., East Anglia M.C., Morecambe C.C., M.G.C.C. (N.W.), North Cornwall M.C., Brighton and Hove M.C., Shenstone and D.C.C., Hagley and D.L.C.C., Liverpool M.C., M.G.C.C. (N.E.), Blackpool, Huddersfield M.C.

Standard Production Car Trials competition: Points are scored on general classification placings and the best six performances count. Qualifying events for 1959 are: (February) Lancs and Cheshire C.C.; (March) Shenstone and D.C.C.; (April) Sheffield and Hallamshire M.C.; (May) Bristol M.C. and L.C.C.; (June) M.G.C.C. (Midland); (September) Ilkley and D.C.C.; (October) Sunbac; (November) Hagley and D.L.C.C.; North Midland M.C.; (December) Taunton M.C.; B.A.R.C. (Yorks); Falcon M.C.; North Wales C.C.; and Chiltern C.C. standard car trials.

Ladies' Silver Garter competition: Marks based on the number of lady entrants will be awarded to the highest-placed lady competitor who is a member of an all-ladies' crew. Qualifying events are as for the Gold Star Rally competition.

Finally, here are the full results of the 1958 competitions held by the B.T.R.D.A.:

Flather Star Driving Test Competition

1, I. Mantle, 17 points; 2, J. F. Livingston, 14 points; 3, P. G. Cooper, 7 points; 4, (Equal) H. Foster, F. D. Woodhall, 6 points; 6, B. J. Smith, 5 points; 7, A. F. Bray, 4 points; 8, (Equal) A. C. Whatmough, J. D. Hollingworth, A. Newsham, R. N. Richards, J. A. Ashall, A. C. Westwood, 3 points.

Stross International Trophy

1, E. Harrison, 7 points; 2, C. Corbishley, 6 points; 3, E. N. Brinkman, 4 points; 4, (Equal) J. A. Beaumont, J. C. Wallwork and F. Grounds, 3 points; 7, J. P. Boardman, 2 points; 8, J. Gott, 1 point.

Silver Star Rally Competition

(Excluding M.G., Northern, Ilfracombe)
1, T. A. Gold, 127 points; 2, S. E. Mather, 75 points; 3, H. Jacoby, 66 points; 4, J. D. Wood, 62 points; 5, J. Bullough, 51 points; 6, J. P. Boardman, 47 points; 7, G. H. F. Parkes, 44 points; 8, M. Baines, 42 points; 9, (Equal) A. Newsham and B. Harper, 40 points.

Ladies' Silver Garter

1, Mrs. P. Mayman, 31 points; 2, Mrs. A. Hall, 15 points; 3, Mrs. Einhorn, 12 points; 4, Miss P. Ozanne, 4 points.

Gold Star Rally Competition

1, R. A. Gouldbourn, 32 points; 2, G. H. F. Parkes, 21 points; 3, Mrs. P. Mayman, 14 points; 4, (Equal) D. R. Spare and R. A. Gold, 13 points; 6, (Equal) W. G. E. Mackintosh and A. T. Fisher, 12 points; 8, J. D. Wood, 11 points; 9, W. H. Wadham, 10 points; 10, B. Harper, 9 points. Navigators' Award: S. Turner.

Gold Star Trials Competition

1, E. Jackson, 120 points; 2, E. Harrison, 109 points; 3, P. Highwood, 108 points; 4, B. H. Dees, 105 points; 5, G. J. Newman, 103 points; 6, (Equal) R. Chappell and R. Kemp, 102 points; 8, R. W. Faulkner, 95 points; 9, F. T. Lewis, 94 points; 10, (Equal) T. C. Harrison and M. H. Lawson, 93 points.

RACING IN THE PHOENIX PARK AGAIN

THE new board of the Irish Motor Racing Club are not letting the grass grow under their feet and a big drive is on to regain the club's former position as the premier race promoting club in Ireland. The Phoenix Park is likely to be the scene of club racing again this year, and major sports car and Formula 1 races on the old Grand Prix circuit in the not too distant future are the aims of this energetic new committee.

On Friday last Mike Hawthorn inspected the various courses available in the park and gave the club the benefit of his experience. Four circuits were viewed, the old short and a new one which could also be linked together to make a longer circuit, and the old Grand Prix circuit. Mike was enthusiastic about all of them but particularly so about the Grand Prix course and said, "I only wish we had something like this in England, a major circuit only about three miles from the city centre." Big snag at the moment is, of course, cash, but the club are actively working on the possibility of a sponsor.

On the previous night the club ran a Midnight Matinée in Dublin's largest cinema where over three thousand people saw a programme of motor racing films and were addressed by Mike. The proceeds went to the Central Remedial (Polio) Clinic.

B.M.

NEW MIDLANDS SPRINT AND HILL-CLIMB VENUE

SUNBAC has announced the virtual completion of negotiations with the Marquis of Hertford for the exclusive use of Ragley Park for car and motorcycle events.

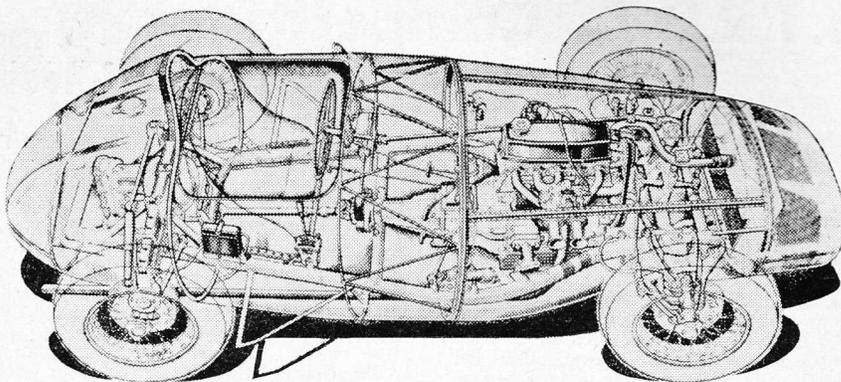
The course is some 1,000 yards long, with several interesting corners, has already had its surface specially treated and has received the approval of the R.A.C.

Ragley Park is a most attractive spot with unlimited safe spectator accommodation and it will be recalled that the Marquis of Hertford has already provided considerable amenities for visitors. It is situated some 20 miles south-west of Birmingham on the Evesham Road (A435), 10 miles from Evesham and one mile from Alcester.

Dates have already been reserved in the fixture list and at least two meetings are to be held this year.

THIS is Formula Junior, born in Italy and grown international. Automobile sport is progressing so well, if one takes the United States as an example, that Alec Ulmann has obtained a date for a Formula 1 race that is eligible for the World Championship, but in Europe we are going through a period of crisis; a crisis of men, organizers, directors, and above all of racing formulae which may also attract the great public.

At present, only a small number of constructors exist who can afford to design and build the expensive cars for Formulae 1 and 2, and few indeed are the drivers who have the necessary qualities to drive in these formulae on the circuits of the world. With this incen-



FORMULA JUNIOR

An Analysis of the Newest International Formula

By GIANNI MARIN

tive, it has been decided to do something new in Italy, both in the field of races and in that of drivers. This new departure has taken the name "Formula Junior". Born as a strictly national formula, "Formula Junior" has quickly conquered the other nations, to such an extent that at their last meeting the C.S.I. internationalized the "Junior".

We reproduce below the new international regulations in their officially edited form, with some explanatory notes.

Article 1—Definition

"Formula Junior" cars shall be single-seaters of which the principal elements come from cars homologated by the F.I.A. for the International Touring Cars category (minimum 1,000 produced in 12 consecutive months). The principal characteristics are the following:

Article 2—Dimensions

- (a) Minimum wheelbase 200 cm. (6 ft. 7½ ins.).
- (b) Minimum track 110 cm. (3 ft. 7½ ins.).
- (c) Maximum body width 95 cm. (3 ft. 1½ in.).

In this way the regulations intend to forbid dangerous experiments in exaggeratedly short wheelbases or narrow tracks and at the same time to prohibit aerodynamic all-enveloping bodies, with the object of limiting the Formula to typical open-wheeled racing cars.

Capacity and Weight

- (a) Maximum capacity 1,100 c.c. Minimum weight 400 kg. (880 lb.).
- (b) Maximum capacity 1,000 c.c. Minimum weight 360 kg. (792 lb.).

With this clause, the Formula is intended to cater also for cars with a capacity lower than one litre (as for instance Renault, Panhard, DKW, Standard, B.M.C., etc.) in order that they may have a fair chance against their larger sisters, and agrees therefore to a handicap of 40 kg. (88 lb.) to the advantage of the smaller capacities.

Article 3—Mechanical Parts

(a) The cylinder block, including the head, and the cylinders themselves, if these are detachable, shall come from the engine of a car homologated in the Touring category of the F.I.A.

The engine of the "Junior" should thus have the head, the cylinder block, and the crank case (exclusive of the sump) belonging to the same homologated

power unit. No exception is permitted to this fundamental order.

(b) The gearbox should be that of a touring car homologated by the F.I.A. Absolute freedom is allowed in the number of speeds and choice of ratios.

In this article, it states specifically that one must make use of a modified standard gearbox in the construction of a "Junior", and must not make use of elaborate special parts, such as a gearbox cast in unit with the final drive, etc. This rule is framed with the object of keeping the price of the "Junior" within acceptable limits. One could thus use Citroën boxes with engines of other makes (like Coopers do to mount their engines at the rear), or even put five speeds into the casing of a three-speed gearbox (in the manner of Renaults with their sports models), but it is forbidden to make up an entirely new box. Naturally, the ratios may be altered as well as the number of speeds, and any type of control may be used.

(c) The system and the principle of the brakes should be those of the car from which the engine has been taken.

This means that if an engine comes from a car that has drum brakes as standard, the "Junior" constructed therefrom must have drum brakes, and irrespective of size or material, drums must be used. Thus, when the day comes that a small capacity car is listed with disc brakes (like the Citroën DS and ID19 of bigger cubic capacity), then also the "Junior" related to it can have discs, with the same system of operation. This rule also is in the interest of keeping the price moderate.

(d) The system and principle of supplying the fuel/air mixture (carburettors, injectors, etc.) should be as on the car from which the engine is taken.

This means, in effect, that an engine which was originally built with a carburettor or carburettors can have the number or type of instruments changed, but it must not (as for instance has already been done in Italy) be converted from the carburettor "system" to the injection "system".

(e) The cubic capacity may be altered, within the maximum permitted by these regulations, either by increasing or reducing the bore. Any alteration of the stroke is forbidden.

This springs from the fundamental principle which has inspired our formula

from the beginning. French engines of 850 c.c., for instance, can have their bores enlarged until they approach 1 litre in capacity, and on the other hand the Volkswagen and Peugeot "203" power units can be reduced to bring them within the 1,100 c.c. limit. All sorts of capacity changes like this can be made, but always by changing the bore only. It is obvious that to change the stroke means constructing a new crankshaft, a very costly alteration right outside the spirit of the Formula. A change of bore, on the other hand, is a trivial alteration in comparison.

(f) The car should be fitted with an automatic starting device.

This article has been criticized in certain circles, but it is perfectly understandable and logical. Even among Grand Prix cars, the problem of starting the engines, both on the starting line and after an inoffensive spin, is always a source of discussion, an administrative headache, and often a cause of controversy. The C.S.I. has wished to initiate with its "Formula Junior" a revision of regulations which will make obligatory as early as possible an electric or automatic type of starter for cars in Formulae 1 and 2. In any case, all the "Junior" engines are of a type which were built with starters fitted, and there is consequently no mechanical or financial difficulty involved. It is simply a matter of some extra weight which has got to be absorbed in getting down to the minimum weight permitted. There will be no difficulty in bringing existing "Juniors" into line with this new rule, which will greatly facilitate the organization of the starting of races.

Article 4—Coachwork

The body must be an open single-seater, fitted with a roll bar to protect the driver in case of turning over. It must also be fitted with a fireproof bulkhead, as specified in the International Sporting Code (Article 125).

Article 5—Weight

The minimum weights defined by Article 1 are those of the car in racing trim, fitted with all the accessories prescribed by the regulations, and with the fuel tank dry, but with water and oil on board.

Article 6—Silencers

Race organizers may demand the fitting of an effective silencer. This rule is left open so that it may be applied in those areas where the ears of public opinion are too sensitive!

Article 7—Forbidden Practices

- (a) The use of engines with one or more overhead camshafts.

ONE of the most successful Junior cars so far has been the Stanguellini (right), while on the left is illustrated the Volpini Junior, which boasts independent rear suspension.

In this way the Formula respects the object specified by the F.I.A. which relates to the economy of the "Junior". As the enormous majority of small and medium capacity cars, of a utility character, and from which the "Junior" should be adapted, have not got overhead camshafts, the category is limited to the type of engine in common use.

- (b) The use of limited slip differentials.
- (c) The modification of the number of the crankshaft main bearings.
- (d) The modification of the position of the camshaft.

These last three rules are also inspired by the desire to prevent solutions that are costly or not available to the young amateur constructor.

Article 8—Fuel

Only commercial fuel may be employed as defined by the C.S.F.I.A.

This rule is identical to the Italian one and obviously sensible.

Article 9

Each "Junior" which runs in a race shall be furnished with a certificate from the national sporting authority which guarantees the origin of the basic elements.

This shall be in substance a "passport", delivered by the sporting authority of the nation concerned, which shall certify the origin of the fundamental mechanical parts (the engine with its principal components or the head, block, crank case and gearbox); all this to ease the work of local scrutineers.

This rule foresees the probability that many "Junior" cars will be built by many nationalities and with foreign components, and makes it easier for local officials to classify and control the entries. Contrary to the original Italian idea, which would have specified the use of the same make of suspension and engine, the new rules give total liberty in the choice of the suspension system. A car park of medium sized vehicles could contain a big enough variety of parts to satisfy all the needs of amateur constructors. For instance, a Volkswagen front end could be mated with an Aprilia suspension, of which the arms could be attached to a de Dion tube, and the wheels driven by a Renault gearbox/differential unit. On account of the light weight of the car, stock parts will be working with an enormous margin of safety, which is obviously a good thing.

While these rules have been under study at an international level, some races for "Juniors" have actually taken place, based on the original regulations drafted by the Italian Sporting Commission. The Italian "Juniors" are cars constructed by artisans, who have no important technical contacts or financial backing. Nevertheless, these men have all achieved some most interesting personal designs, to make the best use of the various components employed. On their cars, one has admired good workmanship and clever adaptation, and nearly all these constructors have been able to build their machines in record time—all this despite rules which were far from precise. The results of these first constructions were shown at a concours before the "Monza 500", and they then took part in a series of races (Monza-Modena-Vallelunga).



The chassis which many Italian constructors have built are all tubular, of large diameter round tubes, generally derived or experimentally based on the frames of cars in the categories of Formula 3 or 750 sports. The Italians have gone for open-wheeled single-seaters with an agreeable aerodynamic profile; except for Taraschi, who converted an existing 750 sports into a racing 1,100 c.c. As far as the disposition of the mechanical units in the frame is concerned, Volpini and Raineri have mounted the engine and transmission on the chassis centre line. To lower the centre of gravity and to avoid a high seating position, step-down gears are employed in the drive from the shaft to the differential. Stanguellini and Foglietti, on the other hand, have slightly offset the engine and have placed the propeller shaft at an angle, so that it passes to the left of the driver's seat.

All the engines derived from the 1100 Fiat are fitted with various types of carburettors. The Volpini has single horizontal twin-choke Weber instruments, and the Raineri has two of them. The Stanguellini has two Del Orto motorcycle carburettors, the Foglietti two Weber downdraughts, and Taraschi one carburettor with two independent bodies. It is opportune to comment that Foglietti has the old type 1100, not the current type 103.

The effective power output of these engines varies between 60 and 72 b.h.p. Admittedly, more might be obtained, but the bottom end of the 1100 would not stand such an increase. Timing on the fastest part of the Monza road circuit (between the tunnel and the parabolic curve) has given the following results: Taraschi, 174.428 k.p.h. (109 m.p.h.); Stanguellini, 165.137 k.p.h.; Stanguellini Bardahl, 163.636 k.p.h.; Volpini, 162.714 k.p.h.; Raineri, 158 k.p.h.; and Foglietti, 140.434 k.p.h.

As for suspension, Volpini and Raineri have the front ends of Fiat 1100s, Foglietti of an 1100E, which was homologated for his engine under the Italian regulations as they were then; and Stanguellini has run with a Fiat 500C front end but was preparing to come into line with the old regulations. Certain

cars have exhibited a considerable instability, due largely to lack of experimentation with different types of springs, but work is going on now to overcome these weaknesses.

The builders have studied various solutions for the rear end. Stanguellini has chosen a rigid axle on pairs of trailing arms, and with steel cables to give lateral location; the suspension medium is helical springs. Volpini, who is a collaborator in the Arzani project, prefers independent rear suspension, with the chassis-mounted differential reversed and driven through step-down gears. The articulated half shafts are controlled by wishbones and a transverse spring with a stabilizing three-point mounting.

Raineri has adopted an independent rear end using Fiat 600 parts. He uses combined telescopic dampers and helical springs, whereby he can quickly change his suspension rate by simple replacement of these units. This car has the rear wheels cambered like a Vanwall or a Mercedes, and exhibits notable stability and roadholding on corners. Taraschi has espoused the de Dion axle. All these cars weigh about 400 kg. (880 lbs.), but are above this amount by perhaps 5 or 10 kg. The price is between 1,800,000 and two million Lire. It is worth mentioning that the Foglietti only cost 400,000 Lire.

One future competitor, De Sanctis, has recently constructed his car. It is a "Junior" monoposto constructed of Fiat 600 parts, and the engine has been increased to 750 c.c. This little car has one absolutely unique feature—its low cost. The main point of this design has been to make a car so cheap—far less costly than any existing sports model—so that it will be accessible to many sportsmen. This low purchase price is matched by the low cost of spares.

The adaptations have been such that the finished car has a dry weight of only 320 kg. (704 lbs.). The engine, which is an elaboration of the Fiat 600 by De Sanctis, gives 35 b.h.p. in 630 c.c. form, or 50 b.h.p. in 750 c.c. form. This car could have many uses. It could be adapted as a "Junior", could be run in the 750 c.c. racing class, or could do valuable work in training racing drivers.

FAST CARS that really steer and stop must be of interest to our readers; this new high-performance Daimler is an outstanding car with a performance that belies its size.

dashboard can prevent the low-speed engagement of top gear, which is valuable when one is climbing a long hill with many corners.

As the steering column and the seat both have a considerable range of adjustment, any size of driver can be comfortably accommodated, and the low bonnet line gives a sense of command to even a small woman driver. The engine starts at once on the coldest morning, but a few minutes of warming up must elapse before it will idle really slowly and reliably. This big unit suits the Borg-Warner transmission particularly well, and one is immediately im-

JOHN BOLSTER TESTS

FOR many years, the name of Daimler has been associated with large and luxurious cars. Those of us who have reached middle age can remember the sleeve-valve, chauffeur-driven era, and the vast 57 h.p. landaulettes in which King George V travelled. More recently, Daimler cars have been admired by people who regard roadholding and controllability as the most important qualities, but the bigger models have been somewhat expensive. Now, the old firm has suddenly hit the headlines with a spectacular and competitively priced six-seater saloon, which combines 100 m.p.h. performance with sports-car acceleration and the kind of stopping power that Dunlop disc brakes give.

It is no secret that there has been some reorganization at Daimlers, and now, under the dynamic leadership of Mr. Turner, the company is really going ahead. In all models, high-performance is to be very much a Daimler feature, and I was therefore pleased to be invited to give the new Majestic a long and thorough test, especially as it is the first car produced under the new régime.

The Daimler Majestic is the biggest saloon on the British market. Six hefty men can travel in the greatest comfort, and the leg room in the rear compartment is quite unusually generous. Having a much lower radiator than previous models, and a downward sloping bonnet, the new car gives outstanding all-round visibility to the driver and all the passengers.

The test car had a bench-type front seat with a folding central arm rest. However, separate front seats, each with its own folding rest, can be supplied, and these are of the type which, when equally adjusted, become the equivalent of a bench for the carriage of an extra passenger.

The chassis and body of this car are separate, the frame being a sturdy structure with a central cruciform bracing member, which also carries the bearing associated with the two-piece propeller shaft. The front suspension is unconventional, inasmuch as it incorporates longitudinal torque-resisting members, and the three-piece track rod has two

POWER UNIT. The six-cylinder engine has been developed to the point where it gives a great deal of power all the way up the scale.

The Daimler Majestic

A Spectacular 100 m.p.h. 6-seater Saloon

slave arms, for the steering box is separate and does not perform this double function, as is now usual. The hypoid axle on leaf springs is only remarkable for its wide track. A very important chassis feature is the adoption of Dunlop disc brakes and a Lockheed servo.

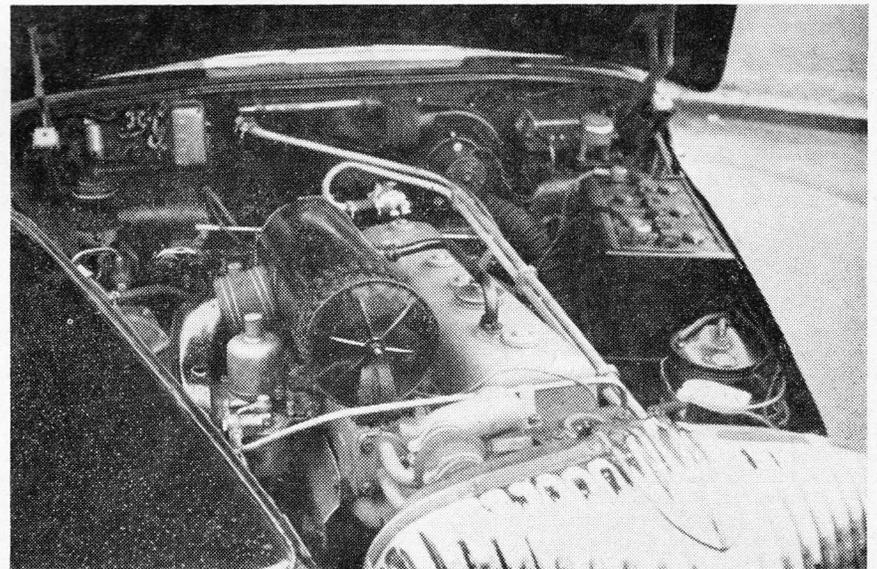
The six-cylinder engine is a typical Daimler unit, with pushrod-operated overhead valves in a light alloy head. It has been developed to the point where it gives a great deal of power all the way up the scale, having exceptional "punch" in the lower accelerating ranges as well as a good "top end". Of 3.8 litres capacity, it simply plays with the task of propelling a fairly substantial car.

This lively power unit is mated with a Borg-Warner automatic transmission, which incorporates a three-element torque converter, allied with a three-speed epicyclic gearbox. Gear changing is a function of speed and throttle position, so that top gear may be engaged anywhere between 20 and 60 m.p.h. according to the position of the accelerator pedal. There is a "kick-down", and an over-riding control on the

pressed by the astonishing liveliness of the car. In traffic, this sports-car performance seems to counteract the large overall dimensions, and if the good driving position and visibility may once again be stressed, it can be realized that this is an ideal town car. Only when a parking space has to be found is the length of the car apparent.

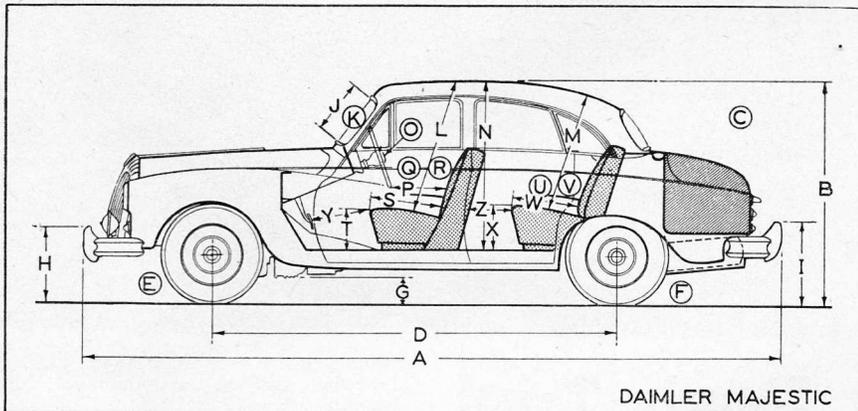
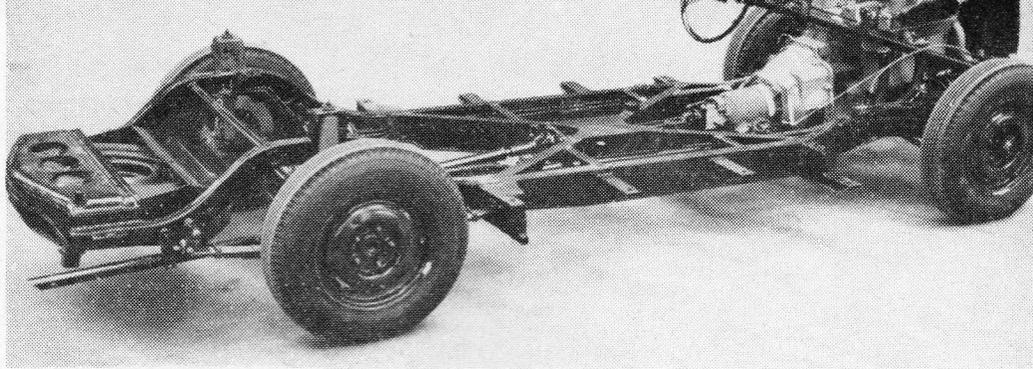
On the open road, the Majestic really goes. If it is driven fairly moderately, so that the up changes occur at reasonably low revolutions, the machine is outstandingly smooth and quiet. When the accelerator is pressed right down to the floor, however, it becomes apparent that a high-efficiency engine is at work. Most drivers will use this ultimate performance but rarely, and so the slight increase in sound level is of little consequence. The power unit is above all willing, and the fierce acceleration in the lower ranges continues right up the scale almost to the maximum speed, which is comfortably over 100 m.p.h. A velocity as high as 80 m.p.h. may be attained up quite appreciable hills.

In the past, there have been big, fast



THE CHASSIS is a sturdy structure with a central cruciform bracing member, which also carries the bearing associated with the two-piece propeller shaft.

cars, but their Achilles' heel has nearly always been in the braking department. The Dunlop disc brakes of the Majestic can only be described as perfect. Their response to the pedal is identical to that of a good set of drum brakes, and it is only in an emergency that their staggering power becomes apparent. They are



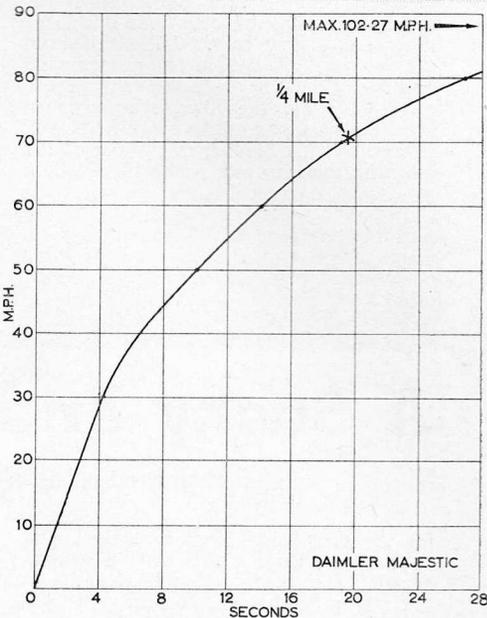
- A Overall length, 16 ft. 4 ins.
- B Overall height, 5 ft. 3 ins.
- C Overall width, 5 ft. 10½ ins.
- D Wheelbase, 9 ft. 6 ins.
- E Front track, 4 ft. 8 ins.
- F Rear track, 4 ft. 9 ins.
- G Ground clearance, 7 ins.
- H Ground to top of front over-riders, 1 ft. 11 ins.
- I Ground to top of rear over-riders, 2 ft. 1½ ins.
- J Depth of windscreen, 1 ft. 2½ ins.
- K Overall width of windscreen, 4 ft. 0 in.
- L Front seat cushion to roof, 3 ft. 4 ins.
- M Rear seat cushion to roof, 3 ft. 1 in.
- N Max. interior height, 3 ft. 10 ins.
- O Steering wheel adjustment, 3 ins.

- P Steering wheel to front squab, 1 ft. 3 ins. max., 11 ins. min.
- Q Front seat width between armrests, 4 ft. 5 ins.
- R Front seat overall width, 4 ft. 11 ins.
- S Depth of front seat cushion, 1 ft. 7 ins.
- T Height of front seat cushion, 11 ins.
- U Rear seat width between armrests, 4 ft. 6 ins.
- V Rear seat overall width, 5 ft. 2½ ins.
- W Depth of rear seat, 1 ft. 8 ins.
- X Height of rear seat cushion, 1 ft. 1½ ins.
- Y Pedals to seat cushion, 1 ft. 7 ins. max., 1 ft. 3 ins. min.
- Z Distance between front and rear seats, 1 ft. 4 ins. max., 1 ft. 0 in. min.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Daimler Majestic saloon, price £2,495 including P.T.
Engine: Six-cylinders 86.36 mm. x 107.95 mm. (3,794 c.c.). Pushrod operated overhead valves in light alloy head. Compression ratio 7.5 to 1. 147 h.p. at 4,400 r.p.m. Twin SU carburettors. Lucas coil and distributor.
Transmission: Borg-Warner automatic transmission, incorporating fluid torque converter and automatic three-speed gearbox: ratios 3.92 (direct); 5.6/9 and 7.9/15.7 to 1. Divided Hardy-Spicer open propeller shaft. Hypoid final drive.
Chassis: Channel and box section frame with cruciform bracing. Independent front suspension by wishbones and helical springs with longitudinal torque-resisting members. Burman re-circulating ball steering box. Rear axle on semi-elliptic springs. Newton telescopic dampers all round.

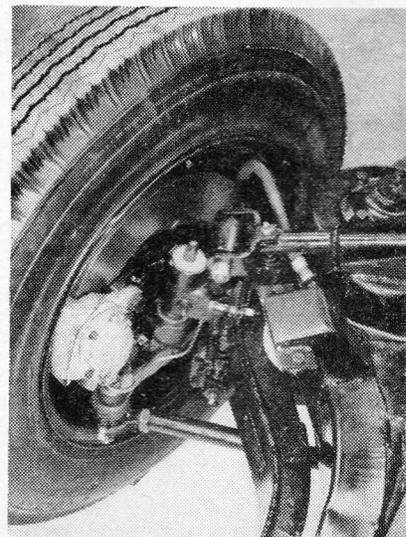
Dunlop disc brakes with Lockheed servo, on all four wheels. Bolt-on disc wheels fitted 6.50-16 ins. tubeless tyres.
Equipment: 12-volt lighting and starting, speedometer, ammeter, petrol gauge, clock, thermometer, two-speed self-parking windscreen wipers and washers, cigar lighter, flashing direction indicators, fog and long-range lamps.
Dimensions: Wheelbase, 9 ft. 6 ins.; track, front 4 ft. 8 ins., rear 4 ft. 9 ins.; overall length, 16 ft. 4 ins.; width, 5 ft. 10½ ins.; turning circle, 40 ft. Weight 35 cwt.
Performance: Maximum speed 102.27 m.p.h. Standing quarter-mile 19.5 secs. Acceleration, 0-30 m.p.h. 4.2 secs., 0-50 m.p.h. 10 secs., 0-60 m.p.h. 14.1 secs., 0-70 m.p.h. 19 secs., 0-80 m.p.h. 26.8 secs.
Fuel Consumption: 19 m.p.g.



Acceleration Graph

the price of the Daimler must be regarded as strictly reasonable; in fact, several of my friends suggested that it should cost over £4,000. The famous old name still means a great deal, and I found that I was given the V.I.P. treatment at my West End haunts.

Quite apart from its marque—and nobody could mistake this for anything but a Daimler—the Majestic must be one
(Continued on page 117)



DISC BRAKES on the Majestic can only be described as perfect. They are completely immune from fade, and compensation is outstandingly good.

so well compensated that there is a remarkable freedom from skidding during panic applications, and they are completely immune from fading. The pendent hand brake lever is adequately powerful for parking—an unusual virtue with disc brakes. Most drivers will in any case use the "Park" position of the gear selector to hold the car stationary.

The handling qualities of the Daimler Majestic are exceptionally good for a large luxury car. Fast cornering may be indulged in with very little roll or screaming of tyres, and the stability on slippery roads must be praised. Once again, there is that sense of mastery over the car, and no competent driver need doubt his ability to handle such an impressive vehicle. The steering has plenty of "feel" and is by no means heavy, though the turning circle is perhaps a little large. The standard of comfort is high at all speeds, and the back seat ride is well above the average for smooth travelling.

A good point is the layout of the instruments, which are well spread out and have separate round dials. Excellent is the reserve petrol tap, which has a conspicuous position so that it cannot be left turned on by mistake. The interior furnishing of the body has that air of quality which must make for pride of ownership. There is plenty of space for every passenger to store his personal odds and ends, and a very good feature is the interior lighting, which is of moderate intensity when illuminated by the automatic courtesy switches on the doors, but bright enough for easy reading when switched on by the press buttons on the door pillars. There is an automatic light in the boot, and the concealed spare wheel may be "let down" beneath it. Quite outstanding is the tool kit, which is adequate for serious overhauls; incidentally, the accessibility of the mechanism is generally good.

For the biggest saloon on the market,

WINNER in most unpleasant conditions was Peter Highwood (Exspence), who is seen here avoiding a tree on a particularly sticky section.

AFTER a too-long period of real Arctic weather, it seems a little odd to complain when a thaw comes along. However, we propose to join the Maidstone and Mid-Kent M.C. in doing just that, for Sunday's Brian Lewis Trophy trial, held on ground near Canterbury, was utterly spoilt by the combined effects of thaw and heavy rain. Hills and even routes from one section to another were rendered almost impassable even to those on foot, while the tow ropes were in almost continuous use to move helplessly stranded cars. Almost every one of the morning sections had to be modified in some way or other, while the whole of the original afternoon sections had to be scrubbed entirely, and harassed officials were faced with the task of planning completely new hills during the lunch break!

In spite of the "rival attraction" of the Monte Carlo rally there was a good entry



A Sticky Brian Lewis Trial

Peter Highwood Wins Maidstone & Mid-Kent Event

for the event, and Lord Essendon, who as the Hon. Brian Lewis will be remembered for some redoubtable exploits in the racing worlds of the '20s and '30s, turned up to watch his trophy being won. Ernest Chandler turned up with a new motor car, powered by a Volkswagen engine (front-mounted, of course) with Morris Minor 1000 transmission. Only recently completed, the car has as yet no starter motor and so had to be hand-cranked!

Many of the hills were familiar friends from last year's event, when the site was used for the first time, and the first on the list dropped down into a steep gully, with an immediate and tight right-hand turn which was repeated in a car's length to climb steeply out again. This, like most of the hills, stopped everyone. Chandler and the Volkswagen reached 8 before stopping; it sounded as though his car was not firing on all four, but then VWs always sound like that! K. Dadswell, whose car had only just been taken out of cold storage, made a good effort among the early numbers to reach 4, a feat repeated by Rex Chappell. Best of them all was Percy Barden, who so nearly made it but nevertheless churned to a standstill after reaching 2.

The second hill was one that needed the tow rope. The start was in the trees, from whence the course ran down a slope into a gully that was almost unsurpassed for the quality and quantity of thick, wet mud, and then on up a hill which was similarly coated in slime. Chandler made 7, then stalled his engine. The motor steadfastly refused to fire and eventually things had to be left at that. Dadswell again made a good attempt here, making 6—at that time the highest. Rex Chappell, however, spent a long time working things out and managed to reach 3, while Percy Barden again climbed to 2. Again no one made a clean climb, and everyone was hauled ignominiously to the top on the end of a rope!

Next came the first hill to be drastically modified in the light of conditions. Originally it involved an almost vertical descent for about 20 feet to approach a

Results

Best Performance (Brian Lewis Trophy): P. Highwood (Exspence), 51 marks lost. **Runner-up (Fred Grant Trophy):** B. Dees (P.A.B.), 56 marks lost. **Michael Cannon Trophy (third best performance):** R. Chappell (S.C.S.). **First-Class Awards:** P. A. Barden (P.A.B.); M. Lawson (M & L). **Team Award:** Highwood, Lawson and D. Baldwin (Auden).

wooden bridge at a slight angle, then up the other side of the mountain. The descent—not a thing beloved of trials drivers at the best of times—was generally considered to be dangerous and was modified accordingly, so that instead of driving down the cliff and reaching the bridge at an angle, the cars were lowered down the slope on the end of a rope and started the section from the bridge itself. Quite apart from anything else, this completely destroyed any possibility of anyone climbing the hill.

The fourth hill was the next to be shortened. This was another downhill effort, and while it possessed a more gentle gradient it traversed the side of a very steep bank indeed. At the bottom of the bank—if you reached that point without sliding away sideways, there came

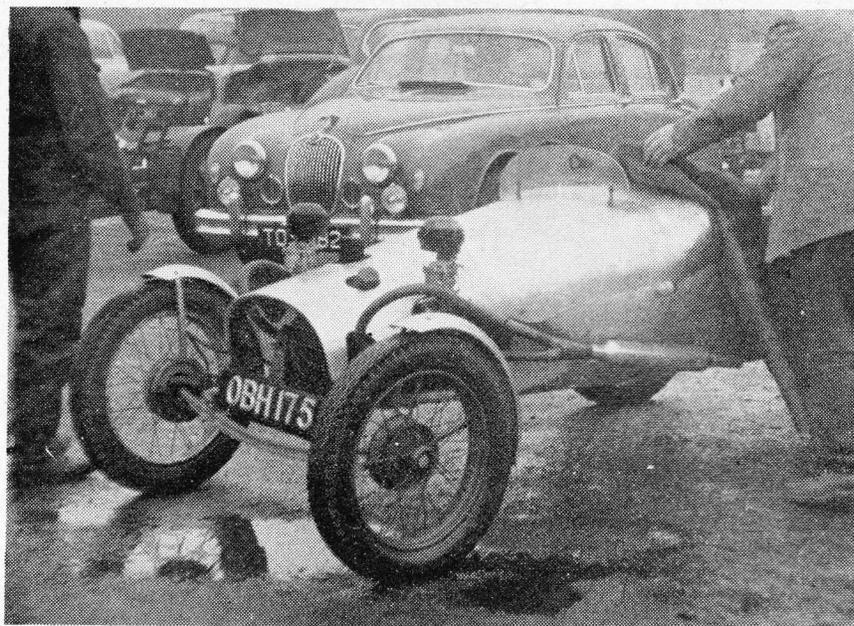


★

DETERMINED effort by Bernard Dees (P.A.B.) as he tackles one of the afternoon climbs with his "crew" leaning well back to increase traction.

★

NEW CAR having its first outing was Ernest Chandler's latest machine, powered by a Volkswagen engine with B.M.C. transmission. The two projections are the carburetters.



an acute left-hand hairpin, its boundaries marked by a deep ditch, and then the course ran back up the hill. After one competitor had become hopelessly entangled in trying to reach the hairpin, the corner and the downhill stretch were cut out altogether, although they still had to be used as an approach road! Once again the modification made any full climbs impossible, and most drivers had to be satisfied with 7 or so. Bernard Dees made a good attempt to reach 6, while F. Butler's supercharged Dellow, looking strangely out of place among the specials, made another good effort. As it turned out, drivers were so competent in reaching the new start that the original climb could undoubtedly have been used successfully.

The fifth hill also started downhill, with a gentle gradient on a surface of dead leaves. At the end of this came a tight left-hander after which the course wound back through the trees to level ground, and it was the turn which caught out most people. F. Cole's F.S.C.—a very neat and well turned-out car which was making only its third appearance in trials—made 8 on this one, while Percy Barden repeated this feat.

Last hill before the lunch break was almost the reverse of the third climb, descending another part of the bank, crossing a neighbouring bridge over the same deep ditch to climb out up part of the bank down which the cars had been lowered by rope. Once again the start was moved to a point just above the bridge on the down-grade, and most cars had to make a flying start at this one. Approaching down the steep hill, it proved just impossible to stop the cars, and it was necessary to let the crews press on in a most hearty manner over the bridge and up—or as far as it was possible to go up—the other side. Percy Barden made 8 before wheelspin brought him to a halt, Peter Highwood and Bernard Dees climbed in splendid style

as far as 5, and Rex Chappell reached 6. Butler's Dellow stalled at the bridge and there were several anxious moments for the marshals in charge of the tow rope when it became apparent that the battery refused to allow the starter motor to turn the engine! However, threats of pulling the car up the hill piece by piece frightened the system into co-operation, and eventually the engine agreed to fire. This actually proved to be the Dellow's swansong, though, for it was retired at lunch after the fuel-pipe and union had been torn completely out of the bottom of the fuel tank.

The lunchtime score revealed a very close thing indeed: leading the field by a bare two points was Peter Highwood, followed by David Bailey who was, in turn, just one point ahead of Bernard Dees and Rex Chappell, tying for third place. Mike Lawson was next on the list, three points behind Dees and Chappell, after a morning in which he had been unspectacular but obviously con-

sistent; two points behind him was Percy Barden.

All the afternoon hills were fairly hastily arranged but were, generally, more successful than the morning ones. The clerk of the course, G. Butler, and his helpers were able to benefit from the advantage of seeing what the ground was actually like! First after lunch came hill No. 7, a shallow gradient rising through the woods on very sticky, glutinous mud with treacherous ruts—out of which everyone tried to keep, everyone being markedly unsuccessful! Many drivers found great difficulty in leaving the start, and having achieved 11 found that a considerable distance—perhaps a little too far—had to be covered before reaching 10. Mike Lawson made a good climb to gain 11, although he travelled a long, long way into this section, and Rex Chappell made another good effort to score 10—although in fact he covered very little more ground than Lawson!

Hill 8 started beside No. 7 and wound up through the trees in a long "S" bend, the surface containing a number of hidden ridges that brought cars almost to a dead stop. Peter Highwood made 8, Rex Chappell managed to get to the same place, David Bailey had to be satisfied with 10.

The ninth hill was a spectacular one—so far as the first few cars were concerned. Starting with a rush at a steep bank, the course then ran on up a sharp slope. Most of the early cars leapt into the air on the bank, all four wheels clear of the ground, but this, it was found, threw the cars right off line for the rest of the hill. J. Timmis, in particular, was most spectacular here, his car leaping well off the ground and very nearly landing impaled on a tree! The more successful competitors, however, took the bank more gently and, retaining "steerage", managed to line themselves up properly for the remainder of the hill. Mike Lawson made 6, G. Holdrup got into 4, while Peter Highwood did the whole thing very nicely to get into 3. Bernard Dees reached 4, while George Clarke, who had been very quietly having a successful day, was one of the *elite* who reached 3.

The 10th hill started with a run at a

(Continued on page 117)



★
LOSING second place by only one mark, Rex Chappell enjoyed another consistently good day: here he starts on one of the afternoon hills.

★

INTO THE LEAD goes Stirling Moss after starting from the back row of the grid. He proceeded to build up a big lead and eventually finished 1 min. 29 secs. ahead of Jack Brabham.

25.7 secs. The Buell cars and Bonnier proved to be fairly slow.

Race day dawned fine and overcast. It was very humid and it looked as though there might be some rain. Nevertheless when the course gates opened at 6 a.m. there was a queue of cars bumper to bumper stretched five miles back down the road from the main entrance.

A motor-cycle event and a 20-mile saloon car race preceded the first 30-mile qualifying heat for the G.P. And by the time the cars were wheeled out on to the grid the sun was coming through and it was very hot.

Schell and Bonnier shared the first row with Brabham and McLaren. Schell



BRITISH Commonwealth drivers with British cars thumbed their noses at strong Italian opposition and swept the board in the New Zealand Grand Prix at Ardmore on 10th January.

It was a resounding success for Stirling Moss, with the 2,014 c.c. Rob Walker Cooper, who won in 1 hr. 48 mins. 24.4 secs.—a new race record of 82.8 miles an hour for the 150 miles—and made fastest lap, 1 min. 24.8 secs.—a new record of 84.9 miles an hour for the two-mile circuit.

In second place, 1 min. 29 secs. behind Stirling, came Jack Brabham with a works 2,200 c.c. Cooper. And in third place was young Bruce McLaren in his 1,960 c.c. Cooper, who completed 74 of the 75 laps in 1 hr. 49 mins. 31.5 secs.

So it was England, Australia, New Zealand—a terrific effort and a resounding victory for the cars from Surbiton. The New Zealand Grand Prix is the richest *Formule Libre* race in the Southern Hemisphere.

As far as Scuderia Buell with the Piccolo Maseratis, and Joakim Bonnier, with the ex-Fangio 250F, were concerned, the race was a debacle.

Bonnier made 26 tours and went out with steering trouble, having made an earlier stop to check a fuel leak. Harry Schell, just after being lapped by Moss and Brabham, went out in the 26th lap also. The brakes were gone and so was the oil pressure.

Shelby was fairly well up, but making no impression on the flying green cars at the end of 41 laps, so was called in and Schell took over the high-tailed Piccolo and by dint of furious driving managed to bring it home fourth. But he was lucky. He gained the place in the final stages of the race after the motor of Ross Jensen's El Salvador Maserati roughened up.

Once again the B.R.M. failed. It was a bitter disappointment to Ron Flockhart. After showing immense promise in his qualifying heat in the morning, he stalled the motor in the biggest shambles of a start ever seen at Ardmore. By the time he got going he had the whole field, with one exception, to pass. Nevertheless he moved up to third place in a matter of about 13 laps and turned in one of the most polished exhibitions seen for a long time in the process of doing so.

But on his 23rd tour the oil pressure

New Zealand Grand Prix

Moss (Walker-Cooper) wins in record time and sets new lap record

was gone. Vibration broke the oil breather.

The second Australian to finish was Bib Stilwell (250F Maserati). He came home sixth behind Ross Jensen. And the next in line was Syd Jensen with the first of the 1,500 c.c. Coopers.

Behind Jensen (Syd) and in front of a lot of very red faces came Bob Gibbons in the home-built Lycoming Special entered by Ralph Watson.

This was an amazing effort really because the special, which is affectionately named the "Crop Duster", had headed off a brace of 250F Maseratis, a Dino-engined Super Squalo Ferrari, and a 3-litre Ferrari, to say nothing of a 3½-litre Super Squalo and a 3-litre Monza sports-racer.

Needless to say the three major-place-getters got a tremendous reception from the crowd of more than 80,000 that saw the race.

For Moss it was a terrific effort. In his qualifying heat he led to the last lap and stopped within half a mile of the finish with a broken half shaft. He pushed the car to the line, but it looked as though he would be out of the Grand Prix.

Fortunately Brabham had a second Cooper at the circuit and he immediately offered Moss a half shaft. While Moss's crew got to work on the Walker car, Brabham's crew removed the shaft from the spare car. Moss made the starting grid just in time to get cracking. There was no time for a warm-up lap.

Ron Flockhart was one of the first to practice early in the week preceding the race. Even then it was obvious that records were going to fall. He took the B.R.M. round in 1 min. 24 secs. (85.7 m.p.h.) according to timekeepers in his own pit. But an independent watch clocked him at 1 min. 23.1 secs.—86.7 m.p.h. Ross Jensen's lap record of 1 min. 26 secs., set up with the ex-Moss 250F Maserati, looked a bit sick.

Then, two days before the race, practising started in earnest. Moss went out and circled in 1 min. 21.5 secs.—88.3 m.p.h.. Brabham and Flockhart each managed 1 min. 23.7 secs., McLaren 1 min. 25.1 secs., and Ross Jensen 1 min.

was on his way before the flag fell and Bonnier did not wait either. Schell took the lead well and truly, and first time round he was clear of Brabham who had moved past Bonnier. Then came the bearded one, who was closely attended by McLaren and Stilwell.

Brabham proceeded to build up a comfortable lead and in the sixth lap McLaren took Bonnier to be third. As they went into the 12th lap McLaren went by Schell in College Corner at the end of the pit straight and within seconds Bonnier passed Schell also. So they finished Brabham, McLaren, Bonnier, Schell.

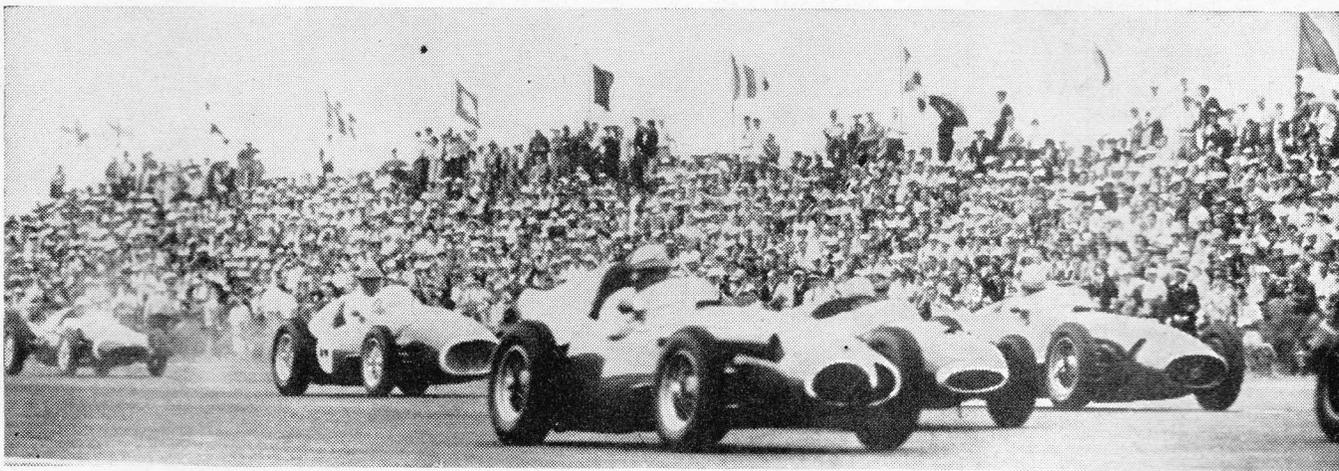
The Australian cut out the 15 laps in 21 mins. 48 secs. and made fastest lap in 1 min. 25.8 secs.

The only real incident in the heat was that it saw the end of Frank Cantwell's racing for the day. He had bearing trouble with his 3.8-litre Tojeiro-Jaguar.

Moss, Ross Jensen, Shelby and Flockhart shared the front row in the second



IT'S ALL OVER bar the shouting and Moss and Brabham acknowledge the cheers of the huge crowd.



MOSS AT THE BACK! Stirling Moss is seen here at the back of the pack after the start of the final. A half-shaft broke in his heat and he had to start in the last row of the grid for the final.

heat and the B.R.M. was first away. Flockhart led for the first four laps and then Moss took him in the Cloverleaf. The order then was Moss, Flockhart, Shelby, Ross Jensen, Syd Jensen, John Mansel (Maserati 250F) and pat Hoare (3-litre Ferrari). Thereafter the order did not change until in the Cloverleaf in the last lap Moss went out with the broken half-shaft. There were groans of disappointment from the crowd. Moss was given a great hand as he pushed home the black and white Cooper in the heat of the morning.

Flockhart's time was 21 mins. 40 secs. and he shared fastest lap with Moss at 1 min. 24.5 secs.

Now, as far as Moss was concerned, the day developed into a worrying and desperate race against time. The car was taken straight to the pit and work started immediately.

Things were not good in the Buell camp either. Both drivers had reported brake trouble and they were rather vocal about the shortcomings of the Piccolos. Bonnier's car, which was apparently serviced by the Buell team too, also received some attention. Guerrino Bertocchi announced that "some modifications" would be made to the brakes.

Ross Jensen's El Salvador car was the only one that received little attention. It did not need it. As soon as it reached Auckland, Jensen had his men go over it thoroughly. The first thing he realized was that the brake linings were too soft for the tight Ardmore circuit so he had them replaced by harder ones. Why the same thing was not done to the Buell cars nobody knows.

But they had virtually no pre-race preparation in Auckland and, in fact, there was at least an outward show of complacency in the camp until race day.

Work went on in the Moss pit right up to the start of the big event. Fortunately there was a fair break between the end of the heats and the race. All the same the field had completed a warm-up lap and was in place on the grid before the motor of the Walker car burst into life at the back of the pits. Moss drove out through the crowded paddock to take his place in the sixth and last row of the grid.

HARD WORK. Moss pushes the crippled Cooper the last half-mile of the course to the finish after it had broken a half-shaft in his qualifying heat.

He looked up at the sky, saw that rain was threatening, and there was another short wait while somebody brought him a vizor.

Then the fun and games started. The two-minute siren went, then the one-minute warning. Motors came to life everywhere, but Bonnier's car refused to start, much to the consternation of his pushers.

Grid positions were:

Starting Grid

Bonnier (Maserati)	McLaren (Cooper)	Brabham (Cooper)	Flockhart (B.R.M.)
Stilwell (Maserati)	R. Jensen (Maserati)	Shelby (Maserati)	Schell (Maserati)
Clark (Ferrari)	Mansel (Maserati)	S. Jensen (Cooper)	Gibbons (Lycoming)
Glass (Ferrari)	Thackwell (Cooper)	Neil (Cooper)	Hoare (Ferrari)
Freeman (Lago-Talbot)	Gilbert (Cooper-Bristol)	Harris (Ferrari)	Quirk (Maserati)
Moss (Cooper)			

The reason for the consternation of Bonnier's pushers became even more obvious when Moss gesticulated to them suggesting, obviously, that they would be wise to be well out of the way to give him a clear path.

With 20 seconds to go Bonnier gave the signal and the motor fired much to everyone's relief. The Minister of Transport, Mr. Mathison, raised the flag and

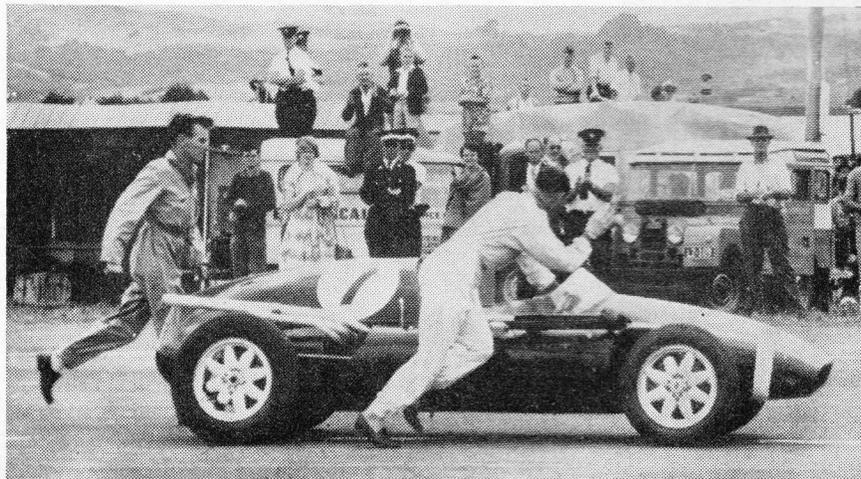
then things started to happen. Schell began to creep up between Brabham and Flockhart and then away he went with Bonnier after him. Judging by what happened next it is doubtful if anyone really knows if the flag was dropped or not. It was a real shambles and in the midst of it all Flockhart stalled his motor which did not help things at all.

In the meantime Moss streaked away down the verge while those on the grid sorted themselves out.

Into College Corner, the right-hander at the end of the pit straight, they went. It was a mad scramble with Schell just in front. He took to the grass on the outside of the corner and streaked up the straight towards the left-hander.

Hot on his tail were Bonnier, Shelby, Brabham, McLaren, and, wonder of wonders, Moss, already in sixth place. Then came Ross Jensen, Stilwell, Clark, Syd Jensen, Mansel, Hoare, Harris, in the only sports-racer in the field—the Monza Ferrari, Freeman, Gibbons, Glass and Flockhart, who had got going at last, and Quirk who had also stalled his 250F.

Through the left-hander at the end of Hangar Straight and round the hairpin into the long back straight flew the leaders. Once in the straight Moss moved up to hold third place ahead of Shelby. The leaders lined themselves up for the Cloverleaf and Moss took them both before they could have realized what happened. Brabham also took Shelby to move into fourth place.



HARRY IN A HURRY: Harry Schell (Piccolo Maserati) drifts on to the grass at College Corner during the G.P. He later retired when the Maserati developed oil trouble.

Down the pit straight they came and on to College Corner having completed the first tour. Moss was through it in a flash. Schell was next and went wide on to the grass once more, and Bonnier, Shelby and McLaren were next in line, followed by Ross Jensen. Flockhart was back in 18th place.

Moss settled down to his work and proceeded to lap in 1 min. 26 secs. (83.72 m.p.h.) with clockwork precision. On his second tour he had 100 yards on Brabham, who had moved up to second. Then came Bonnier, Schell, Shelby, McLaren, Ross Jensen, Stilwell and Clark. Moss had a 200-yard margin on Brabham next time round and there was 100 yards to Schell who was followed by Bonnier, McLaren, Shelby and Jensen.

Flockhart was really motoring and had worked his way into 12th position now.

Next time round Moss had further increased his lead and Bonnier did not look too happy. In any case he did not show up on the next round having pulled in to check a fuel leak. With four laps completed, the positions were Moss, Brabham, Schell, McLaren, Ross Jensen, Shelby and Stilwell, who was followed by Flockhart in the B.R.M.

Moss entered his seventh lap and by the time he reached College Corner the length of the pit straight was between him and Brabham. The latter had about 220 yards on Schell who was followed by Ross Jensen, Shelby and Flockhart.

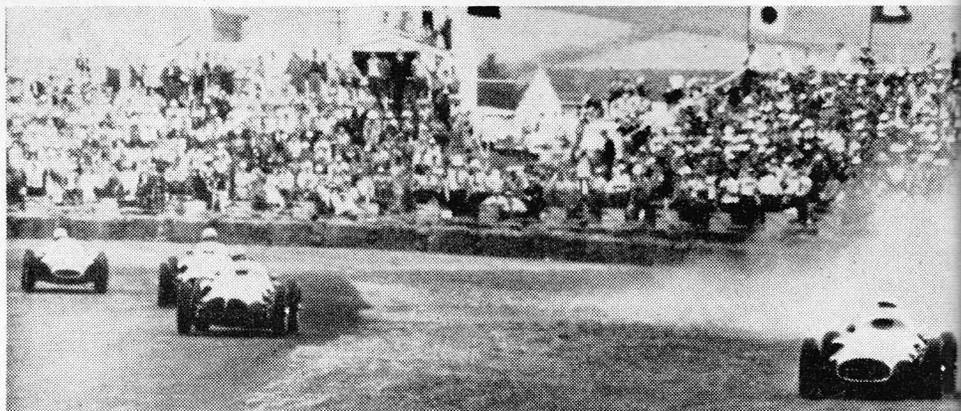
Stilwell was next and then came McLaren who had spun up in the Cloverleaf and over-revved his motor in the process. Realizing that he might have done some damage to the valves, McLaren decided to nurse the Cooper for the rest of the journey. He was wise, and inspection after the race showed his fear had grounds.

Moss now began to lap the tail-enders and the first of them was Freeman in the old 4½-litre Lago-Talbot. About the same time Ross Jensen took his El Salvador Maserati past Schell and then Flockhart passed Shelby. So with seven laps gone it was Moss well out in front with Brabham, Ross Jensen, Flockhart, Shelby, and Schell next in line. McLaren took Schell who seemed to be dropping back.

Moss was well and truly established in the lead at the end of 10 laps and lapped Hoare in the 3-litre Ferrari who was about the middle of the field. Behind Moss came Brabham, who was going steadily and looked as though his only chance would come if something went amiss with the Walker car.

Ross Jensen was moving along extremely steadily in third place, a position he was to relinquish to Flockhart two laps later. Flockhart was fourth and a good way ahead of Shelby, who was followed by McLaren, Schell, Stilwell and Syd Jensen in the orange Cooper 1500. Bonnier was making every effort to regain his lost ground and was giving a taste of the driving that has obviously enhanced his reputation in the last year or so.

Now the race seemed to have settled into a pattern. Moss was pressing on in copybook style still recording 1 min. 26



secs. each time round, and racing through the speed traps on the back straight at a breath-taking 152 miles an hour. Brabham was getting 148 and obviously going as hard as he could and McLaren with the 1,960 c.c. car was recording the same figure. On the other hand Flockhart's best speed was put at 142 miles an hour, but he was scoring with acceleration out of the slow corners.

The B.R.M. was rock-steady both under retardation and acceleration and looked like a real threat to Brabham if not Moss.

So Moss continued to reel off the laps. He completed his 20th having been on the journey 28 mins. 47 secs. to average 83.4 m.p.h., and had already made what was to be the fastest lap of the race and new record of 1 min. 24.8 secs., or 84.9 m.p.h.

Brabham was 24.6 secs. behind him and there was 14.8 secs. to Flockhart who had 7.5 secs. on Ross Jensen, and there was a 7.3 secs. gap to McLaren, who had a mere 2.7 secs. lead on Shelby. Schell in the other Buell car was 12.6 secs. back. Stilwell was the only other man who had completed 20 laps and he was 18.2 secs. behind Schell.

Bonnier was back in 16th place, 1 min. 28.3 secs. behind the leader.

Moss had covered 40 miles and there was a long way to go. A lot could happen and it did—but not to Moss.

It was obvious that all was not well with Schell's car and in the 25th lap Moss lapped him. Oil fumes started to issue from the blue Piccolo and Schell was out of the contest with 26 laps completed and not much in the way of brakes or oil pressure. Flockhart had already gone out on the 23rd lap.

Bonnier quickly followed Schell. It was reported that there had been a breakage in the steering gear. He also completed 26 laps.

Moss completed his 30th lap and was still pressing on with undiminished vigour, and next in line after Brabham were Ross Jensen, Shelby and McLaren. They held station and at the half-way mark they were still circulating in the same order with Stilwell, Syd Jensen, Bob Gibbons in the Lycoming Special, Merv Neil, Tom Clark, Johnny Mansel in the ex-Moss ex-Jensen 250F next in line.

Now McLaren began his bid. He moved on towards Jensen in the light blue El Salvador car and began to slipstream him. This developed into a real duel and while it went on Shelby pulled into the pits. He clambered out of the

high-tailed Piccolo with cramp in his right leg and Schell immediately jumped in. As he did so the Texan warned him that the brakes were bad. In point of fact in the 37th lap Shelby had managed to slip by Jensen to be third having already passed McLaren. Now Schell chased off.

The stop had dropped the Piccolo Maserati back to fifth place and there was a lot of ground for Schell to make up. He had no chance of catching Moss or Brabham, but McLaren and Ross Jensen appeared to be within reach.

But Jensen and McLaren were not wasting any time. They were having a real dogfight. Time after time it looked as though the youngster with the 1960 Cooper would get the light blue Maserati, but Jensen just had that little bit in reserve to pull out when it was needed. Then it happened. On their 42nd lap McLaren nipped inside Jensen in the Cloverleaf and he was in third place—the position he was to hold to the end of the race.

This duel had, if anything, widened the gap to Schell and the race took on the semblance of a procession with Moss well clear of Brabham, Brabham well clear of McLaren, an increasing gap to Jensen and a big gap to Schell.

Moss and Brabham were definitely slackening off and McLaren seemed content to maintain a fairly steady pace too. Jensen was trying to get to grips with the Cooper again but it was not possible. Jensen completed his 55th lap and momentarily Schell seemed to gain on him. But Jensen went off again. Then just as he came down the pit straight to start his 60th lap the healthy crackle of the El Salvador Maserati began to go flat. Next time round it sounded definitely flat and at 65 laps Schell moved up to replace Jensen in fourth place. Jensen now began to go slower and slower, but he had a big enough margin on Stilwell to hang on to his position to the end. Brabham lapped Schell as Moss completed his 66th lap and Moss repeated the process, but for the second time, in his 70th lap having already passed Jensen of course.

So the race ended with Moss doing his utmost to lap Brabham as he roared to the finishing line, but Brabham was a couple of car lengths ahead when the chequered flag came down on Moss. The cheering and clapping could be heard above the roar of the cars.

Brabham completed his final tour to come home a popular second. McLaren

(Continued on page 117)



SPEEDING OVER snow-covered Swedish roads, the Handley-Page/Howard/Freeman Rapier sets off from the Stockholm starting point.

THE "MONTE" IS ON...

FIFTY-NINE competitors, all British, were to start from Glasgow, and the first began to arrive on Friday, 16th January, for scrutiny.

They came with slight expressions of wonderment on their faces. For days they had listened to friends who said, brightly: "But with all this snow you won't even get to Glasgow."

Came the day, and the roads were clear and passage pleasant. Some said it was the best trip up to the start at Glasgow that they had known.

Scrutiny passed off almost without incident, although the official seals did not arrive until Saturday morning, calling for some improvisation by "A.K." and his team (with some assistance from the Electricity Board, who supplied the special wire used). Before the start, however, two protests were lodged.

Dennis Taylor had had his car accepted for Category 1 (standard production) even though he had raised the compression ratio slightly. This, in the past, has always been accepted by European National Clubs as not being a modification, but an improvement to existing components. The officials of the Monaco Club, however, decided otherwise, and Taylor found himself moved up to Category 2, in which all the highly modified cars compete.

He immediately registered a protest. So, too, did Ian Sutherland, who was moved into the modified category because he had fitted an extra petrol tank.

The B.M.C. has asked the R.A.C. to

The first reports come in as the competitors in the 1959 Monte Carlo Rally set off from all corners of Europe to tackle the worst that the winter mountains can offer



BLYTHSWOOD SQUARE, Glasgow, is the home of the Royal Scottish A.C. and the traditional starting point in the U.K. This was the crowded scene in the Square as the competing cars lined up for A. K. Stevenson to send them on their way last Sunday.



Dennis Milton
(Austin)



Raymond Baxter
(Austin-Healey)



John Gott
(M.G.)



Ivor Bueb
(Sunbeam)



Peter Bolton
(Ford)



Peter Dimmock
(Ford)

AMONGST THO



Sydney Allard
(Ford)



Eric Jackson
(Vauxhall)



Stuart Turner
(Standard)



René Trautman
(Citroën)



Maurice Gatsonides
(Triumph)



Ron Gouldbourn
(Standard)





George Jopp
(Wolseley)



Gerry Burgess
(Ford)



Tommy Wisdom
(Austin-Healey)



Cuth Harrison
(Ford)



Graham Hill
(Austin)



Johnnie Wallwork
(Triumph)

OSE PRESENT...



Marcel Becquart
(Triumph)



Les Leston
(Riley)



Ronnie Adams
(Sunbeam)



Pat Moss
(Austin)



Ann Wisdom
(Austin)



Annie Soisbault
(Triumph)

take the matter of the compression ratio up with the C.S.I. so that whichever way the decision goes, there will be uniformity in International events.

Glasgow was more crowded for the start than anyone could remember. There were 58 to come to the line, John Young

ON THE WAY to France: The Glasgow contingent arrives at Dover (far left) and Alex Newsham plugs in for a quick shave. On the boat itself, most crews crammed in some sleep; Paddy Hopkirk (left) took pains to shut out a distracting noise! On the Sidcup by-pass, Ray Brooks, co-driving with John Gott, gave a parting kiss to his small son at Clifton's Garage (below, left), the traditional refuelling stop. Finally (below), the contingent arrives at Boulogne.



and Graham Hill having withdrawn through illness of Young.

The Berkeley of John Patten and Ian Loudon Cox arrived in style on its own transporter; others came under their own steam.

Some estimates put the number of people watching at nearly 50,000, and all the way to Kilmarnock there were cars lining the side of the road in an almost unbroken line to watch the rally drivers. This in the later stages was to become rather a nuisance, for many of these spectators parked their cars with the lights shining on to the road, presumably so that they could read the competitors' numbers.

It was, however, difficult to be cross with such enthusiasm. Even when the weather turned to almost torrential rain after Stranraer passage control, through which everyone passed, the crowds were still on the corners; and in villages householders had brought out the bed linen and the table cloths to make a brave show when they waved.

Crossing from Penrith to Scotch Corner there was mist which changed to unpleasant fog down to Barnby Moor, the first time control.

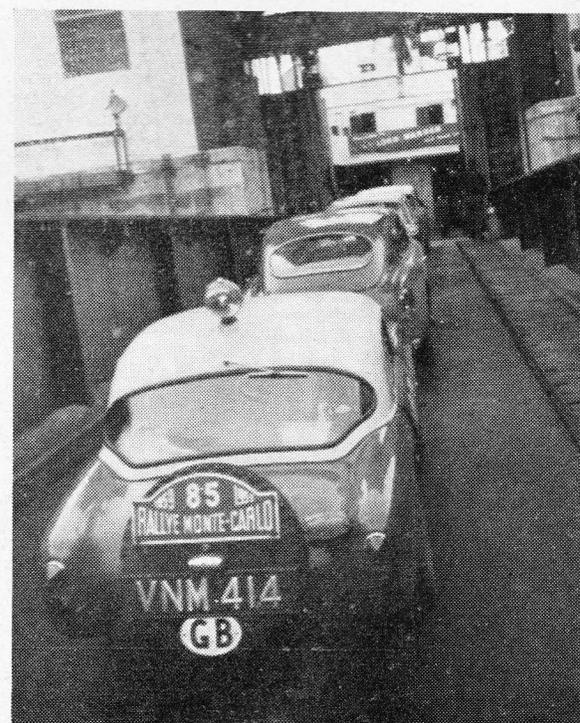
It was on this stretch in thick fog, at Catterick, that the Ford Zephyr entered by Peter Bolton, with Gordon Shanley and Peter Craven as his crew, went through a level-crossing gate (which was closed), and jammed on the line with, in almost traditionally frightening fashion, a train approaching from the distance.

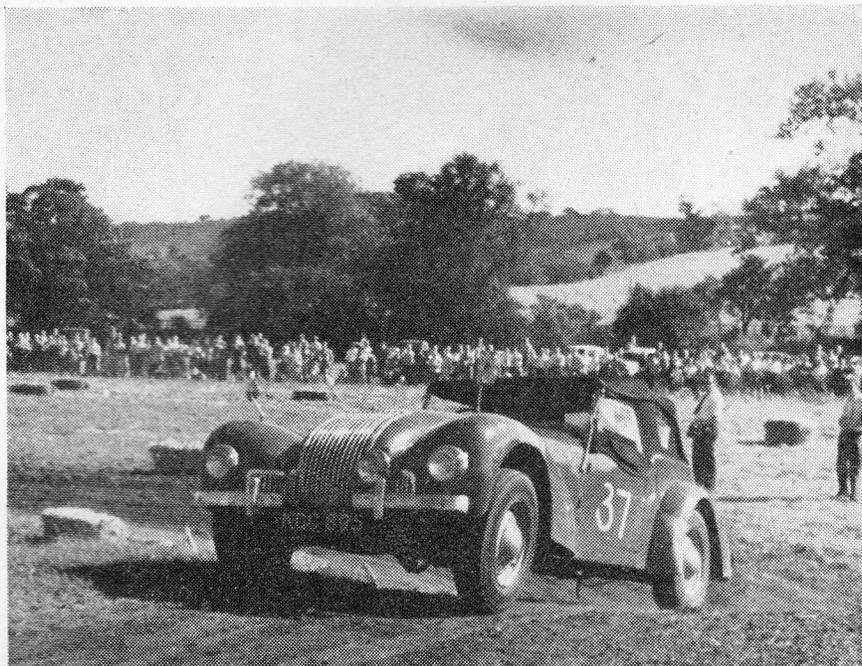
They found that they were imprisoned between the gates and could not get out of the car! Not surprisingly there was a considerable flap but eventually the

"WELCOME to the Lord Warden", says the banner as the Rally cars file on board (right). In the foreground is the well-laden Berkeley of John Patten and Ian Loudon Cox.

railwaymen managed to open the gates. The car was then driven on to Barnby Moor where new headlights were fitted. From there they went flat out to Dover where a panel was beaten out and resprayed.

It was interesting to watch the different driving techniques. There were those who pressed on as quickly as safety permitted, working on the principle that they would have time for a rest at the control. And there were those who preferred to
(Continued on page 128)





Autocross, Driving Tests and Things

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

WE have dealt, so far, with trials, rallies, racing, sprints and hill-climbs—in other words, the more serious forms of club motoring. This week let us have a look at the more light-hearted side of things, although it must be made quite clear that of these things driving tests, at least, are a very specialized business. First of all, however, let us have a look at autocross.

Autocross is a curious combination—a sort of mixture of sprint and trial. It is regarded for the purpose of R.A.C. regulations as a speed event, yet by definition is run on an “unsealed surface” to use a phrase that is as good as most. Generally speaking, the course is situated in a field and is so shaped that competitors complete a lap rather than a one-way blind, while many sites are so laid out as to include many of the hazards of a full-grown racecourse. Frequently two cars are permitted to use the course at the same time, so that in addition to the primary object of beating the stop-watches drivers can enjoy a dice with the other chap.

Events of this type are immense fun. To have a go yourself, all you need is a competitions licence and, because it is a speed event, a crash helmet and goggles or visor, unless your car is running with a full-width screen.

Usually, each driver has the opportunity to make two runs in each class for which he is entered, and his fastest runs count for awards in the usual way. Because of the rather poor surface generally found, speeds tend to be quite definitely on the low side by comparison with racing and for this reason autocross provides an excellent chance of

getting the feel of a car which is behaving as it would under racing conditions, yet at nothing like racing speeds. Loose surfaces and so on will allow the car to drift, to spin and to do all the things that you can see the boys doing at Silverstone!

Surprisingly enough, suspension systems seem to stand up quite well to the punishment they receive: obviously specials of one sort or another are particularly well suited to autocross, but provided you have sufficient ground clearance you can have an excellent spot

AUTOCROSS with a production sports car—M. S. Marsh's Allard tackles a rise in active style during a Yorkshire S.C.C. autocross event.

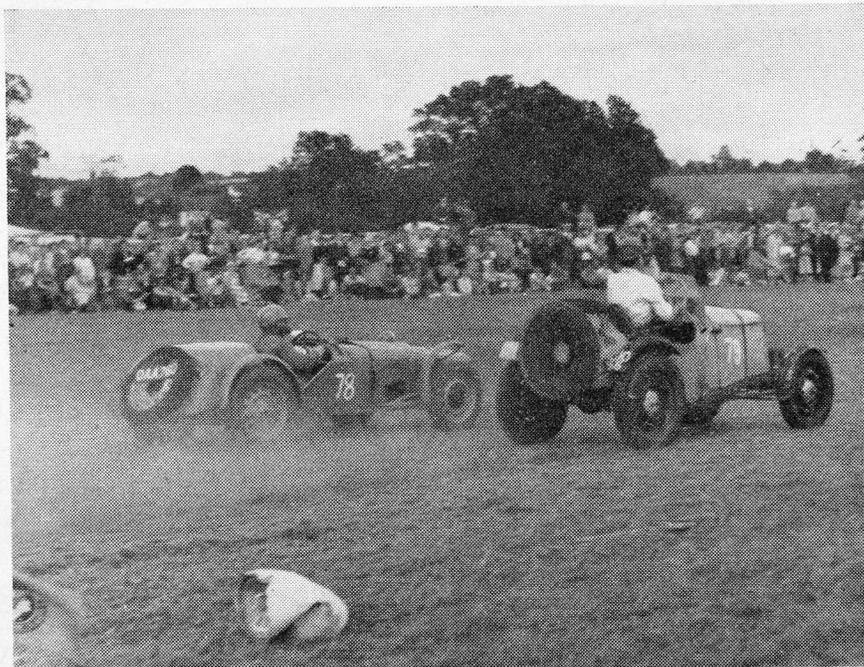
of sport with any kind of motor car. Any damage the car suffers is entirely up to you and if you can satisfy yourself with the fun of it rather than trying for the kudos of b.t.d. you won't even scratch the paint. Courses are short, of not more than a mile in length, and the sport is cheap, excellent fun and fast enough to be interesting.

Now then, what about driving tests? We all realize, I hope, that this branch of the sport has nothing to do with the little session that gets rid of your “L”-plates! Our kind of test is a specialized business, and success requires an advanced knowledge of how to handle your car at speed in confined spaces. You compete by yourself and once again it is an “against-the-clock” type of competition. Unless—and such cases are very rare—the course exceeds 200 yards in length a driving test is not a speed event, so you will need only your hard-worked competitions licence, and you will not have to find a crash helmet or goggles.

You will be required to move your motor-car quickly and expertly through a series of short tests involving a number of varied “hazards”, and these range from the popular “wiggle-woggle”, or slalom, to a series of garaging tests. The variety depends on the ingenuity of the organizer more than anything else, but whatever the tests involve you must be able to manoeuvre your car quickly and surely in a very confined space, with a penalty every time you overstep the boundaries.

This sort of competition has evolved a number of specialized techniques: to save seconds reverse gear can be engaged while the car is still moving rapidly forwards—provided, of course, that the wheels are locked first. To avoid time-wasting shuffles, the car can be made to perform a “U”-turn through the use of the hand-brake, while on loose surfaces

(Continued on page 116)



SPECIALISTS: Jim Burry (Lilfo) and D. Bruce, in another special, make it a photo-finish in one of the successful autocross meetings run by the Taunton M.C.

Will
Shell Multigrade
make starting
easy
this winter?

Of course!
Whatever the weather
Shell Multigrade
is a motorist's
best friend



WHEN WINTER SETS IN and temperatures drop, conventional motor oils thicken, your engine becomes sluggish, your battery is quickly drained of life and starting becomes a nightmare. Change to Shell X-100 Motor Oil Multigrade and at once you will notice a difference. Even on the coldest day Shell Multigrade flows freely from the word go. This means your car gets immediate engine lubrication. You start easier, and because your engine warms up quicker, you save petrol. But that is not all. Because Shell Multigrade is not affected by temperature changes in the same way as ordinary oil, it will still give perfect engine protection after long runs at high engine temperatures. With Shell Multigrade in your sump you get 24-hour engine protection.

Change to Shell Multigrade now; and to complete the job of winter protection ask your dealer for the Shellubrication Service. Don't forget, always specify Shell X-100 Motor Oil Multigrade.

 FOOTNOTE Because Shell Multigrade comes in two grades 10W/30 and 20W/40, it is ideal for all cars—fast or slow, old or new.

EVERY ENGINE'S BEST FRIEND



DRIVING TEST—heeling well over, a Triumph is forced tight round a pylon in a typical test manoeuvre, this one being carried out on a loose surface.

Autocross—continued

the throttle can be used to swing the back of the car. Perhaps because of these methods, most of which are often highly spectacular, driving test meetings have caught the public imagination almost as much as motor racing, and as each season passes the crowd of spectators increases, and more and more events of this type find their way on to the television screen. Best known of these television events is that organized by the Hagley and D.L.C.C. as a memorial to the late Ken Wharton, while another is to come off soon in a New Brighton, Cheshire, car park, organized by the north-west centre of the B.A.R.C.

For the most part any sort of car may be used for driving tests, although once again certain machines are more suited than others. However, whatever your car it can be entered, naturally, in its appropriate class. Even the big and rather unhandy vintage sports cars are catered for in this respect, and even have their own events, run for them by the V.S.C.C. Events take place all over the country, venues ranging from the aerodrome at Heston, Middlesex—a matter of 12 miles or so from Hyde Park Corner—to the events run in the south-west of England by the appropriate centre of the M.G.C.C., held in the vast indoor area of a bus garage.

Before we leave serious competition for the social kinds of sport, we must just have a look at the "High-speed trial" which is often a feature of club race meetings. This—at least officially—is not a race. Motor cars of all types and descriptions are graded, usually according to engine capacity, and required to maintain a set average speed which varies according to their potential for a set time, usually 30 minutes or an hour or so. The events are run on a circuit and as, usually, the minimum required speed is 40 m.p.h. or more for either a specified time or distance, the event is regarded as a race, and of course you must be equipped with crash helmet, goggles, competition licence and so on.

Quite clearly, although competitors may or may not benefit from achieving an average speed in excess of that set



them, the whole thing develops into a perfectly splendid dice under real racing conditions. There are, of course, very few club events that give you the chance to take your car on a circuit in competition for periods of an hour or so and thus many people regard the opportunity as being too good to miss—and to blaze with the tyre wear!

Now then, let's have a look at some of the "all-family" occasions which a motor club can provide, yet still retaining the quality and spirit of competition that is so important to most of us.

This sort of thing comes in various forms, ranging from the gymkhana, in which you find yourself doing a sort of simplified circus act with your car as the medium, to the treasure hunts and social runs which frequently have a rally atmosphere about them. These events are fun, pure and simple: generally speaking they require little or no skill, or at least no skill of a practical nature; there is nothing to be gained from them for the pot-hunters; they just aren't the sort of things you would ever practise and yet such is the friendly, social atmo-

sphere of the whole thing that the wives and families love it, so that there is always a full entry list.

In gymkhanas, you will find yourself being required to perform all manner of improbable feats with your car. Some of them are simplified or enlarged versions of some of the normal driving test meeting hazards; others become more involved, and such things as blindfolding the driver, who then has to steer through a defined channel from his passenger's instructions, are favourites.

The treasure hunt, or social run, is usually run on the lines of a rally. Usually there is no time schedule, and while you may be required to plot the odd map reference you will more often be required to navigate by route card. Instead of time controls, you will probably have to answer questions posed by the organizers, relating to inn-signs, epitaphs in country churchyards, and so on. You may have to identify photographs, but whatever you have to do, it will not be terribly difficult, it will be fun and no one will mind or even notice if you fail to accomplish anything!

This really sums up the whole attitude of the motoring clubman to motoring sport. However seriously he may appear to take his chosen form, he will nevertheless do it primarily because it is fun and he enjoys it, and he enjoys it just as much, for the most part, when he fails as when he succeeds.

It is hoped that this series of articles has helped to introduce the newcomer to the sport as we, at club level, find it and enjoy it. If he decides to have a go, he will find that everyone he meets is friendly and more than willing to help. If he is willing to learn he will find his competitors more than ready to help: and aside from the sport, he will spend some most enjoyable evenings after it's all over, re-running the race, re-covering the course or tackling the last hill all over again!

BRAKING in a "garage"—another hazard typical of the driving test event. Note the "close fit" of the Vauxhall—very fine judgment is needed for success in this type of event.



Daimler Majestic—continued

of the handsomest cars made in any country in the world today. No useless chromium plated decorations, exaggerated tail fins, or other lapses of good taste, mar the superb lines of this great car. It is indeed a gentleman's carriage, in the very best sense of the term.

The overcrowded and inadequate roads of England seldom allow the full potentialities of a really large car to be realized. Without doubt, there are some routes on this tight little island which can be traversed fastest by a small machine, and the joys of 100 m.p.h. motoring are seldom experienced, except by those of us who rise before 5 a.m. Yet, the satisfaction of owning and driving a big, powerful luxury car of the highest quality cannot be expressed merely in terms of the time taken between points A and B. For a Continental tour, this would certainly be the car, and on a long run one can obtain a most praiseworthy 20 m.p.g., even at quite a brisk cruising speed.

This new high-performance Daimler is an outstanding car. I had the privilege recently of inspecting the works where it is made, and was most impressed with all that I saw. Fast cars that really steer and stop must be of interest to the enthusiastic readers of AUTOSPORT, and we shall watch future Daimler developments with the greatest possible interest.

Brian Lewis Trial—continued

short steep bank climbing through the trees, a nasty bump at the start throwing the car off line for the unlucky. Dave Price made 3 here, while Lawson, Highwood, Dees and Barden reached 2. Bailey was going well when a bump caused his foot to slip off the throttle, and that brought his run to an end.

After this came one of the few hills of the day to be climbed clean—a short sweet run which was climbed without penalty by Bailey, Chappell, Dees and Highwood among others.

The 12th hill involved a straight steep sandbank—all very wet and very unpleasant. No one reached higher than halfway before stopping in a hole which, excavated by spinning rear wheels, grew deeper and deeper! Holdrup, backing down the slope after coming to a halt, felt a jolt and looked round to see his spare wheel, with almost all the rear bodywork of the car, beating him to the bottom! Mr. Highwood was moved to observe that the car "looked a bit nude with its trousers down" and he was so right! Best climbs here were Highwood and Lawson, who reached 2, and Dees and Barden, both of whom got as far as 3.

Last hill of the day was a short rush up a bank for which a simply enormous run was allowed. This gave no one any trouble at all and all the leaders achieved clean climbs.

Throughout the afternoon Bernard Dees had been anxiously trying to whittle down Peter Highwood's lead, but he couldn't quite manage it. Rex Chappell, on the other hand, had been slowly catching up on Dees but, again, it could not quite be done and this gave the result and best performance to Highwood, five points ahead of Dees, who was in turn one point ahead of Chappell.

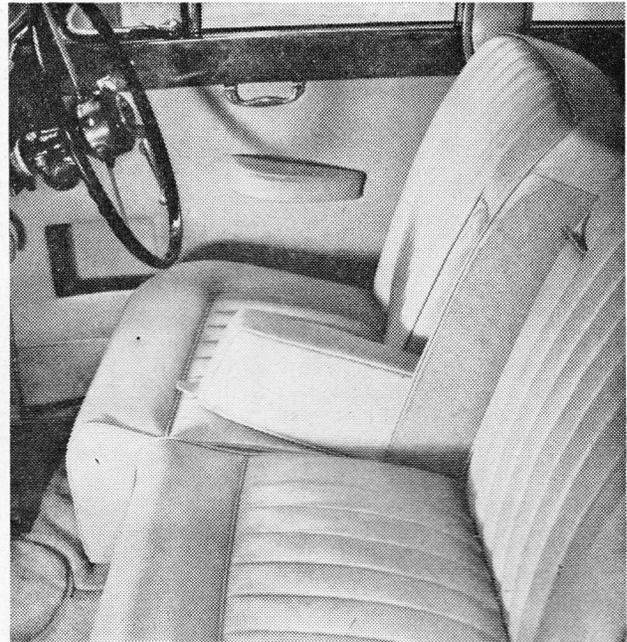
One way and another this became an enjoyable event after what had been a fairly inauspicious start.

MARTYN WATKINS.

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COMFORT and luxury is provided by the Daimler Majestic's seats. Bench-type seats were fitted to the test car, but separate seats, each with its own arm-rest, are available, and in both cases full adjustment is allowed.

★



New Zealand G.P.—continued

was flagged off with 74 laps completed and the crowd was nearly mad with excitement because the young man who had represented New Zealand so well in Europe last season made it an all-British and Commonwealth victory.

The trio were wildly excited. Moss was first to congratulate McLaren, and Brabham was not far behind.

The race ended with 17 cars still circulating, which said a lot for reliability.

Taken all in all it was the best Grand Prix seen at Ardmore since the race was first held six years ago. But once again history repeated itself—the winner was so superior that at no stage was he really pressed.

ARDMORE AFTERTHOUGHTS

THE Buell Maseratis started with full tanks, the idea being that additional weight would improve their road-holding at least in the early stages. . . . Jensen's El Salvador car was the only one with the accelerator positioned to the right of the brake pedal. . . . the high-tailed Piccolo had telescopic shock absorbers at the rear, but the other cars had the older vane type. . . . The 5.6 Maserati sports-racer never arrived nor did Giorgio Scarlatti. . . . Ron Roycroft, the New Zealand veteran, blew up his 4½-litre Ferrari in practice so was among the spectators. . . . Before the race Stirling and Katie Moss visited New Zealand's thermal region, Rotorua, where Stirling was presented with a Maori tiki, which is reputedly a good-luck charm if worn always or kept in a safe place. Stirling kept it in a safe place and did not wear it on race day. . . . Stirling said he hoped to be back next year. . . . Thirty-one private aeroplanes from all parts of the Dominion landed at Ardmore before 8.30 a.m. on race day; others had to be waved off as there was no room left for them. Another 20 or so aeroplanes brought more racegoers, including your correspondent in to Mangare aerodrome near the circuit. . . . The crowd of more than 80,000 was the biggest ever to attend a sporting event in New Zealand. . . . It took many people more than three hours to drive the 20-odd miles back to Auckland after the race. . . . Cars travelled

four-abreast in bumper to bumper queues on the motorway and in places traffic travelling in the opposite direction had to move on the footpaths.

* * *

IN accordance with its policy, the

Christchurch Motor Racing Club did not engage any cars or drivers for the 150-mile Lady Wigram Trophy until after the G.P. Those engaged are Ron Flockhart (B.R.M.) and Jack Brabham (2200 Cooper). Temple Buell was anxious to bring his cars south, but Bertocchi was adamant that they be shipped back to Italy for modifications immediately. He pointed out that it was absolutely useless trying to race them against the opposition there would be at Wigram.

Vanwall—continued

CLARK: You feel he might even have disobeyed his doctor if the change hadn't happened?

CHAPMAN: Well, yes, I think there are several contributory factors that have made him give up, but I do realize that if his health suffers, as it must have done, from the strain which he's been under these last few years, it is a very wise move for him to give up racing.

CLARK: It was very much a one-man show, Vanwalls? Couldn't it continue without him, though?

CHAPMAN: No. I don't think so. Vandervell was not only the money and the power behind it, but he was also the guiding light in day-to-day business and general overall policy, and I don't think that the set-up would be the same without his guiding hand at it.

CLARK: If that's the Vanwall gone, that just leaves the B.R.M., your own Lotus and the Cooper in this country.

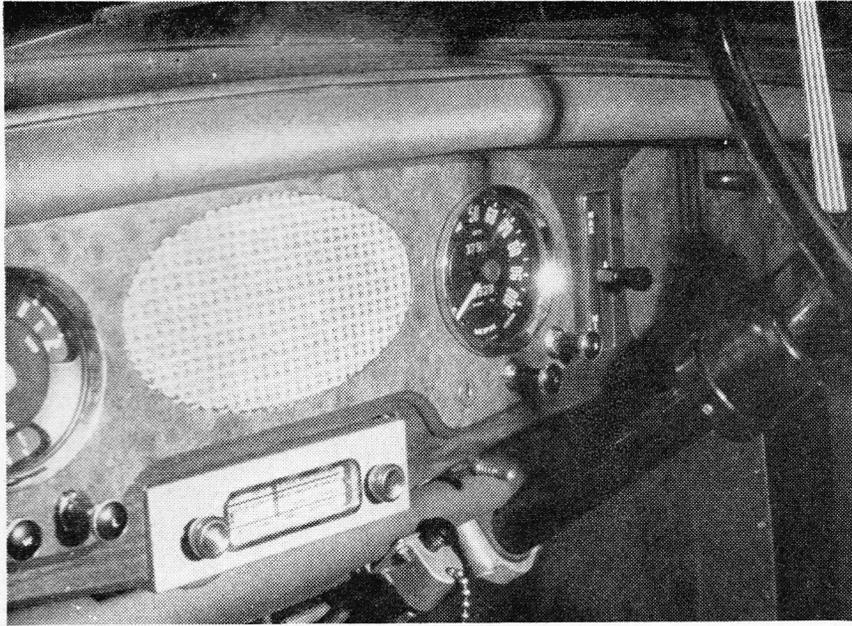
CHAPMAN: That's right.

CLARK: Do you think this means the end of Grands Prix?

CHAPMAN: Oh no, definitely not. I think Grand Prix racing will continue, but we do look to people like Vanwall, B.R.M. and Ferrari to provide the major spectacle.

CLARK: And you've lost one third of that trio.

CHAPMAN: We have, yes. It's a great shame.



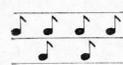
INSTALLED neatly into the dash of this Wolseley 1500, the control panel and loudspeaker are of standard size to fit most modern cars where provision is made for radio.

quired, requires very neat and precise wiring and soldering, and thus a considerable degree of skill to assemble. The "printed circuit" is a plastic panel on the back of which is "printed", by some means of electro-deposition, a design in copper, which looks like a plan of Hampton Court maze. Holes are punched all over it and the wires to all the components are fitted into these holes (their positions being marked on the opposite side to the copper "circuit") and fixed in position with a spot of solder. All the connections between them are thus traced infallibly and invariably by the copper pattern—and very little skill at all is required to do a first-class job. Most factory-made radio and TV sets are built this way nowadays, because it is quicker and more reliable (and hence cheaper) than the old method, but to the home "dabbler" it opens up a whole new field. There is still a certain amount of con-

MANY of our readers, we know, are followers of the "do-it-yourself" movement. Quite a number of sports cars are available in "kit" form, for the enthusiast to assemble himself, thus saving considerable labour cost and a certain amount of Purchase Tax, apart from the actual enjoyment of the job itself. Boats of all kinds are also obtainable in this way, as are items of furniture and other household equipment. "Hi-Fi" sound reproduction enthusiasts, too, are well catered for in this field—amplifiers, tuners and loudspeaker units being purchasable as collections of components for home assembly. Having dabbled just a little in this latter category, I was most intrigued to hear that Mayra Electronics, Ltd., of 551 Holloway Road, London, N.19, were producing a "do-it-yourself" car radio, and I went along just before Christmas to find out what it was all about. There are already one or two ostensibly similar kits on the market, but they seem generally to be somewhat primitive in design and construction, and do not match up to the commercially built radios available; I was therefore not too optimistic about this newcomer—but, in fact, was pleasantly surprised.

For those who are not familiar with these matters, it should be pointed out that radio design has made several substantial advances quite recently. Transistors have appeared, and although I am not quite sure what these are or how they work, I do know that they do very much more efficiently certain jobs hitherto done by valves and thereby greatly reduce current consumption—important in a car radio. Secondly, there are now new valves, which operate with a high-tension voltage of 12 (car battery voltage) instead of the usual 200. These two improvements eliminate the customary vibrator unit used to change battery voltage to a higher value. This background "buzz" can be annoying, particularly when the car engine is not running, as on a family picnic—and bachelor readers may have been irritated by it under other circumstances!

Both these advances have been employed in this new design, resulting in a set with a silent background, consum-



Make your own Music

Car radio is usually expensive, but here is a way for the "do-it-yourself" motorist to build

a first-class set at modest cost

ing only 1½ amps instead of the usual 2½ or so. A further recent advance also employed is the "printed circuit". Hitherto a radio has been built up by bolting valve-holders, coils, transformers and other major components to a metal chassis, and then wiring in all the variety of resistors and condensers to make up the rest of the circuit. Modern design, particularly where compactness is re-

ventional wiring to do, but all the "tricky stuff" is made very easy, providing one is prepared to exercise a little care and patience.

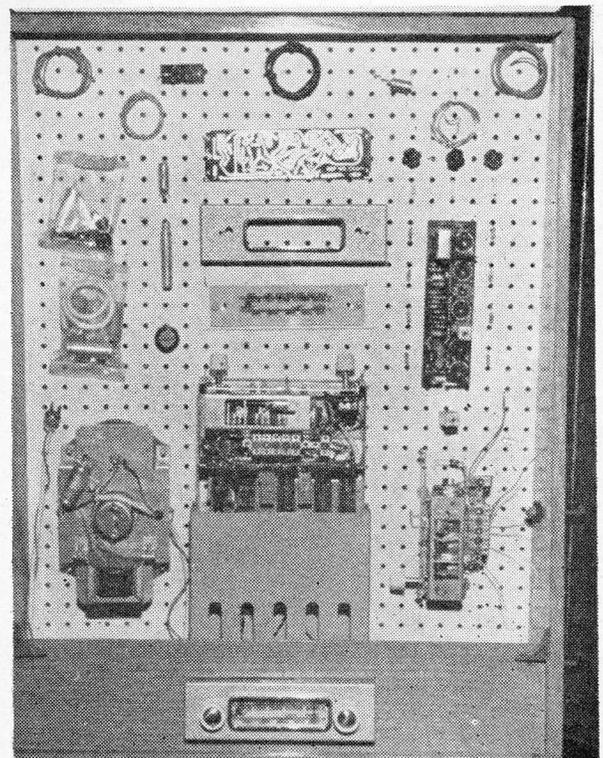
All this was explained to me on my visit to the factory—I should make it clear that I am no radio technician and car electricians are the limit of my

(Continued on page 122)

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SOME of the components of the Mayra car radio kit are displayed here. At lower centre is the complete receiver, partly withdrawn from its case; at top centre is the printed circuit panel. Minor components for each sub-assembly are supplied in a separate polythene packet.

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Valve Springs...

effect on performance

Engine speeds

Engine speeds in excess of 4,000 r.p.m. are common in modern cars. At this speed a valve opens and closes approximately 2,000 times a minute. The opening is caused by the action of the cam, but the closing is controlled *solely* by the valve spring.

Valve Temperature

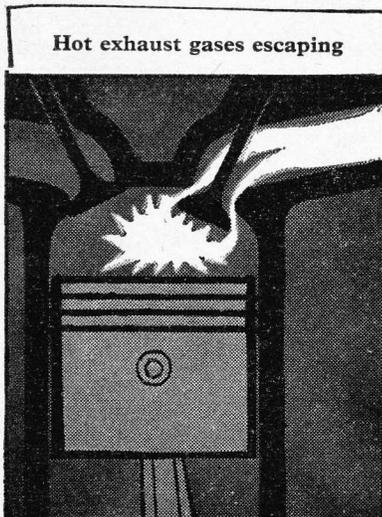
The average temperature of an exhaust valve head is approximately 700°C.; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce

At *high* revs, a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force

exerted by the spring and so permits valve bounce at *lower* revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at *all* engine speeds. Thus poor performance, high petrol consumption can be caused by weak or worn valve springs.

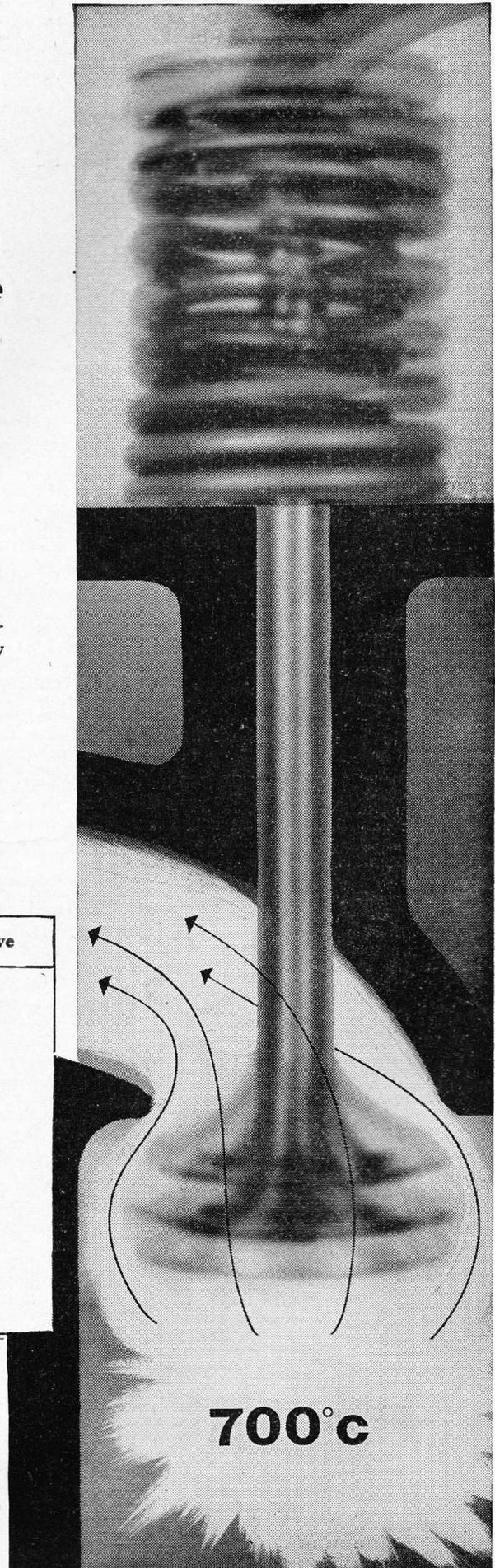


For performance and petrol economy, valve springs need to be replaced regularly—always, as a matter of routine, when decoking. It is in your own interest to specify Terrys, the most efficient and reliable valve springs made.

TERRYS AERO VALVE SPRINGS

The experts' choice

HERBERT TERRY AND SONS LIMITED, REDDITCH, ENGLAND ☎25



Club News

by MARTYN WATKINS

A RECENT letter from the Nottingham S.C.C. draws attention to their small but interesting film library. The club feels sure that there is a number of other clubs whose members would enjoy seeing these films but who have not realized that they are obtainable on loan from the Nottingham people.

All the films are 16 mm. and are available from the Nottingham club's secretary, A. Knowles, Leen Valley Dyeworks, Bulwell, Nottingham. Clubs who borrow the films are usually invited to make a donation to the British Motor Racing Relief Fund, and although this is left entirely to the clubs concerned one feels sure that both the cause and the facilities deserve a contribution.

The films available—seven in number—are of Gamston, 1950, Mallory Park and Silverstone, 1956; Mallory Park, September, 1956; *Daily Express Meeting*, Silverstone, 1957; Mallory Park, Easter Monday, 1957; Mallory Park, Easter Monday, 1958; and Mallory Park, Whit Monday, 1958. All except the Gamston film are in colour.

This is a very nice gesture on the part of the N.S.C.C.: it will obviously be of considerable interest to club secretaries who are planning film shows.

A CLOSED rally is next on the list in the **Old Merchant Taylors M.C.** calendar, and it is to be run on 25th January, covering a course of about 45 miles. Entries closed on 22nd January and go to R. F. Sharp, Esq., 52 Stanley Road, Northwood Hills, Middlesex. . . . **Liverpool M.C.** annual dinner and dance is to be held on 27th February at the Riverside Restaurant, New Brighton, Cheshire. Tickets are available from B. C. Harrocks, 6 Redcar Road, Wallasey. . . . **Cemian M.C.** navigational school—remarkable how this excellent idea has caught on among so many clubs already—will be held on 26th February at the club headquarters, the Lotus Restaurant, Norris Street, Haymarket, London, W.1, starting at 8 p.m. . . . **Bristol M.C. and L.C.C.** holds its third "Bristol Rally" on 14th-15th February, restricted to members of the South-Western Association of Motor Clubs, Cheltenham M.C., Forces M.C., London M.C., Swanage C.C., Swansea M.C. and Derby M.C. Secretary of the meeting is D. T. Dufty, "Silverden", Ridgeway, Long Ashton, Bristol, and closing date for entries is 1st February. By the way, the club's meeting on 27th January will be followed by a film show. . . . **Lothian C.C.** (Edinburgh) hold a closed-to-club driving test meeting on 8th February at Riccarton Estate, Midlothian, starting at 12.30 p.m. Entries go to T. B. Weller, 47a George Street, Edinburgh, 2, by 4th February. . . . **Tynemouth and D.M.C.** hold their "Three Rivers Rally" on 1st February, invited clubs being members of the Association of Northern Car Clubs. Secretary of the event is Dr. L. Jamieson, 1 Park Villas, Wallsend, and closing date for entries is 24th January. Incidentally, it is the Tynemouth club's first restricted event. . . . **Thames Estuary A.C.** annual general meeting is to be held at the West Cliff Hotel, Westcliff Parade, Westcliff-



STRONGLY REMINISCENT of a certain recently introduced model is the latest expression of the Cannon line—a Ford-based special in which Mike Cannon arrived at the Brian Lewis Trophy trial on Sunday. In spite of the similarity, this car possesses a slightly rakish air which might be expected from a designer/constructor of successful trials cars!

on-Sea, on 28th January, starting at 8 p.m. . . . **Huddersfield M.C.** hold their annual dinner-dance at Whiteley's Cafe, Huddersfield, on 27th February, tickets being available from M. M. Roberts, Highfield House, Elland, Yorkshire. . . . **Sporting O.D.C.** hold their Rallye Dubonnet again this year on 14th-15th February—one gathers that this was a very good event last time—with a list of 22 invited clubs. Distance will be about 300-400 miles, and regs. are available from Derek Ayers, Bruce Cottage, Well Head Road, Totternhoe. . . . We have

(S.W. centre), Forces M.C. and Weston-super-Mare C.C. Entries close on 2nd February, and secretary is H. Anderton, 40 Greenway Crescent, Taunton, Somerset. The route is to consist of three navigational sections, each of about 75 miles, starting and finishing at the central control—this also being the starting control for the rally. . . . **Newry and D.M.C.** holds the 7th annual Irish Experts' Trial on 14th February, starting from Meadowbrook Hatcheries, Armagh Road, Newry. Entries close on 6th February, and secretary of the event is Mrs. E. Atkinson, 17 Sandys Street, Newry. The club's dinner, dance and prize distribution will be held at the Ballymascanlon Hotel, near Dundalk, on 7th February. . . . **Pembrokeshire M.C.** holds this year's Lydstep hill-climb on 21st March, and supplementary regulations will be available during the second week in February. There will be classes for racing, sports and saloon cars, and secretary of the meeting is A. L. Bennett, 106 Haven Road, Haverfordwest, Pembro. . . . **Bexley L.C.C.** holds its Capricorn Rally on 25th January, starting at the Bull Hotel, Birchwood, for a course of 180 miles. . . . **Fiat 500/600 Club** holds a "motoring on paper" quiz on 15th February, further details being available from J. A. James, 71 The Grampians, Western Gate, Shepherds Bush, W.8. The club's annual general meeting has been arranged for 27th February at the "Red Cow", Hammersmith Road, W.6, starting at 7 p.m. . . . **Brighton and Hove M.C.** holds a closed "route driving tests" event on 22nd February, entries closing on 19th February at normal rates. Secretary of the event is J. M. Baker, whose address is 296-7-8 Madeira Drive Arches, Brighton. . . . **Knock M.C. and C.C.** holds a series of closed car trials during 1959, the first being on 31st January. Others are on 14th March, 19th-20th June, 19th September and 14th November. Secretary of the club is M. Batley, 16 Knockdarragh Park, Belmont, Belfast, from whom further details may be obtained. . . . **Sunbac** holds a navigation exercise on 25th January, starting

Coming Attractions

January 18th-25th. Monte Carlo Rally.

January 25th. Peterborough M.C. Warco Cup Trial, Peterborough. Start, 9.30 a.m.

February 1st. Hagley and D.L.C.C. Clee Hill Trial, Stewponey Hotel, Kinver, Worcs. Start, 10.30 a.m.

B.A.R.C. (N.W. Centre) Television Driving Tests, No. 1 Car Park, New Brighton, Cheshire. Start, 10.30 a.m. (TV Programme, 1.30-2.30 p.m.).

February 8th. M.G.C.C./W. Hants and Dorset/750 M.C. Salisbury Trial, The High Post Hotel, Gt. Durnford, near Salisbury, Wilts. Start, 11.30 a.m.

already mentioned this, but it'll do no harm to mention it again: because of an unfortunate clash of dates, the **London M.C.** has decided to postpone its Coventry Cup Trial. This event will now take place on 22nd February, starting at 10.30 a.m. (not 10 a.m.) and the closing date for entries is now 16th February. . . . Regulations are available for **Taunton M.C.'s** 13th annual rally, to be held on 7th-8th February. Invited clubs are all members of the South-Western Association and Swansea M.C., South Wales A.C., B.A.R.C. (S.W. centre), M.G.C.C.

from The Boot, Lapworth, at 2.30 p.m., and finishing, appropriately enough, at opening time. Entries go to B. Fox, 67 Knightsbridge Road, Solihull.

BURNHAM-ON-SEA M.C. MENDIP STANDARD CAR TRIAL

MORE than 30 entries assembled in the thick mist at the Old Down Inn, Emborough, on 18th January, to take part in this popular closed-to-club event.

The course of 13 hills and several tests was in prime condition, the snow and ice having melted almost overnight. As the observed sections were designed to defeat the specials, not many saloon cars were able to clear them!

The first section, deep mud by the side of a stream, gave David Hockey a chance to exercise his bevy of bouncers in the back of his Dormobile, but section three was the best he could do.

Section two, straight up the side of a quarry, defeated even the specials.

Sections two and three were on a grassy slope; the first consisted of sharp left and right-hand bends to slow up the ascent, the second being on an adverse camber. Here Jack Crates complained that he missed the extra urge from the blower on his Anglia.

A timed climb up a stony lane followed which was climbed even by Gerald Lunn's venerable Rover!

After a break for lunch, section six in axle deep mud at the side of a road stopped R. T. Smith's Morris Pickup, even with 10 cwt. of solid ballast in the back.

Sections seven and eight were again muddy ones. On these Frank Maisey

showed that winter tyres gripped better hard than soft.

Section nine, a slimy one where the lack of grip kept most people in sub-section four.

Section 10, a rough, bumpy, stony one, was climbed by most but Alan Harmer's X-shod and well rallied Standard 10 failed on a step in the last sub-section.

Section 11 was so steep that several TRs could not get away from the start, but Colin Watts's Renault 750 romped up in fine style.

The last hill was attempted by at least half the entry in the dark. Here Clive Seward's surprising 1947 Ford Anglia steamed over the top in spite of a puncture on the way up.

Two exciting tests were also used, T. Clarke using his Sprite to good effect, beating local test wizard David Warren at his own game.

C. SEWARD.

Provisional Results

Best Saloon or Open: Lyndon Rudge (TD). **Best Opposite Class:** T. Clarke (Sprite). **Best Saloon:** Clive Seward (Anglia). **Best Open:** David Warren (TR3). **Best Special:** J. Buncombe (Dellow).

First Class Awards: G. Mabbs (Standard), G. Tripp (A35), H. Pollard (Magnetite). **Best Novice:** M. Chamberlain (Velox).

MOBILGAS ECONOMY RUN

REGULATIONS are now available for this year's Mobilgas Economy Run, organized as usual by the Hants and Berks M.C. team. The event takes place on 18th-22nd April and has an International permit, although only cars of British origin may compete this year. Scrutineering occupies 18th April, the

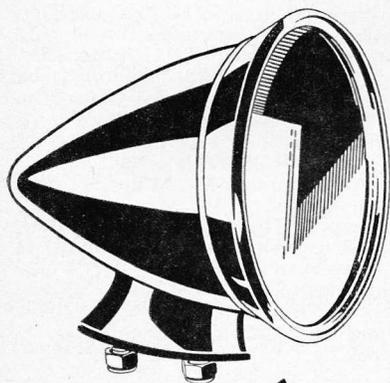
Run itself takes place from 19th-21st April and the prize-giving ceremony will be held on 22nd April. Clerk of the course and secretary of the event is Holland Birkett, 228 Fleet Road, Fleet, Hants, from whom regulations may be obtained.

SHENSTONE SUCCESS

SHENSTONE and District Car Club sent a total of 14 crews to two of the events to which they were invited during a recent week-end.

In the Measham Trophy Rally, which started from Church Stretton on Saturday night, Shenstone was represented by eight cars. In the severe conditions, which resulted in seven cars only finishing out of 59 starters, Shenstone had two finishers both in the awards list—M. J. Webb (Sunbeam Rapier) was first in the General Classification, and took the silver cup for the best visitor's car, and P. Kearthland (Ford) was third in General Classification, and took the second prize for the Visitors' Class. An award also went to D. H. Holland, who navigated the winning car.

In the Hagley and District Club's Production Car Trial the following morning at Kinver, Shenstone Car Club had six entries, three of which won awards. The Open Production Car Class was won by G. C. Fidler (Morgan); the Closed Production Car Class was won by D. H. Holland (Morris), who had taken over the wheel of his own car, with M. J. Webb as crew for this event, with only an hour's break since the end of the Measham Rally. A Second Class Award in this same class went to R. L. Hayes (Ford).

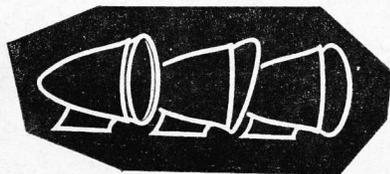


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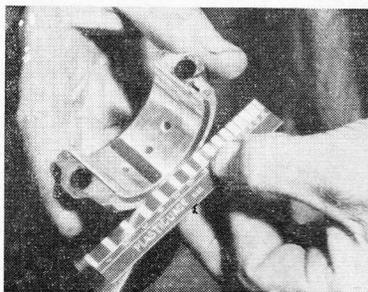
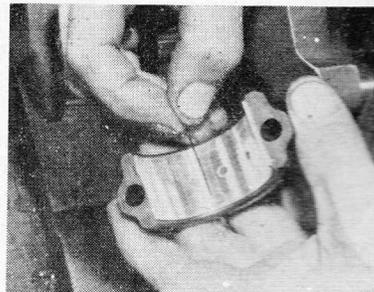
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First dismantle the bearing and wipe away the oil. Break off a piece of the Plastigauge rod and lay it on the lower bearing half.

Carefully replace the bearing half and tighten to normal tightness. Then remove again the half of the bearing.

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Car Radio—continued

theoretical comprehension—and I came away armed with a well-packed kit comprising all the components and materials necessary to make the complete radio—even to a supply of cored solder, and an instruction booklet of quite remarkable clarity which explains every step of construction on the assumption that the builder knows absolutely nothing at all about radio. The only tools required are a small pair of pliers, a small screw-driver, wire cutters and a soldering iron. Ideally, the latter should be one of the very small pencil-type electric irons; I had to use one of average size, with a bit of about $\frac{1}{4}$ in. diameter. Anything bigger would have been awkward to use on the fiddlier connections and the plumber's large-size gas iron is definitely *not* suitable!

I settled down to it on Christmas Eve, and over the holiday, while the rest of the household were stupefying themselves with television (a gross misuse of the technical advances mentioned above!), I had a very pleasant time putting the whole thing together and by the Sunday afternoon it was installed in the car. What's more—it worked!

In all, I spent about 10 hours on the actual construction and found very little difficulty. In one or two places, holes in chassis components did not quite line up on assembly, but new methods of manufacture of these components are now being used, which should avoid these slight snags. Construction takes the form of a series of sub-assemblies, the bits for each being sealed in a separate polythene bag: even the resistors are marked with their values so that one need not be familiar with the colour code. The rather complex dial mechanism and tuner unit is supplied ready made and wired-up. All the chassis and case components are supplied shaped, drilled and (where appropriate) painted, the exterior being in a smart grey hammer finish—which exactly matches the Halda Speedpilot! The dial is neatly printed and has a polished chrome frame. White knobs with chromium centres are now supplied as standard, but other colours could be fitted easily if preferred. All the components appear to be of the highest quality and obviously a great deal of thought has gone into the design—particularly the printed circuit panel (made specially by T.C.C.) and the instruction book, which is a masterpiece and a virtual guarantee of success.

TECHNICAL SPECIFICATION — (for those who speak the language)

Circuit: Five special Brimar valves are employed in a conventional superhet circuit—R.F. amplifier (12AC6); mixer (12AD6); I.F. amplifier (12AC6); double diode triode (12AE6); pentode driver (12K5) feeding a V15/10P power transistor. The valves have been specially designed to operate in 12 volts H.T. so that a vibrator power pack is entirely eliminated.

Filter: External interference introduced into the power supply leads is filtered out by a three-stage screened filter. An air-cored choke, a dust-cored choke together with condensers eliminate H.F. noise; whilst the low frequency noise is filtered by an iron-cored choke decoupled by a condenser.

Tuning: Permeability tuning is employed in the R.F. mixer and oscillator stages. Long and medium waves are covered, the wave change being effected by pulling out the tuning control knob.

Automatic Volume Control: Adequate A.V.C. is employed to give minimum fade, the delay corresponding to 300 mW, and with the A.V.C. operative a change of 40 db at the input gives a change of 3 db at the output.

Sensitivity: At 640 kc/s 470 metres a 2.5 micro-

volt signal gives an output of 100 mW. At 1.43 Mc/s (210 metres) 2.2 micro-volts gives 100 mW.

Rejection: At 640 kc/s the image rejection at 1.6 Mc/s is 60 db. At 1.43 Mc/s the image rejection at 2.4 Mc/s is 51 db.

I.F. Rejection: At 200 kc/s the I.F. rejection is 95 db; at 640 kc/s, 10 db; at 1 Mc/s, 38 db; at 1.43 Mc/s, 51 db.

I.F. Sensitivity: Input of 120 micro-volts, 100 mW out.

Bandwidth: 8.6 kc/s at the 3 db points.

Signal-to-Noise: With a sensitivity of 2.7 micro-volts at 640 kc/s the signal-to-noise ratio is 20 db. At 1.43 Mc/s, the sensitivity is 0.7 micro-volts, signal-to-noise is 20 db.

The above figures are average measurements made on a number of receivers, with a power supply of 14.4 volts DC, and the gain control set to give an output of between 1 and 3 watts under fairly strong signal conditions.

Note: All tuned circuits are pre-aligned and only the smallest adjustments are necessary after the set has been assembled. A signal generator is not required.

Once the assembly is complete, the set has to be "aligned", which is an operation comparable to tuning the carburettors of a new special! This is explained, step by step, in *The Book* and provided you can "tune-in" a conventional radio accurately, you should have no difficulty here.

Once complete and aligned, installation is the next task and is, of course, the same problem for any radio. If your car has built-in accommodation for radio and loudspeaker, as most have nowadays, you're laughing. Mine has none at all, and it took me almost as long to fit the radio as it did to build it, for special brackets had to be made to hang it under the dash, and a panel cut to act as a "baffle" for the speaker, which is at the moment fitted temporarily into the dash pocket. Finding suitable bits of metal and wood for this kind of task always seems to take longer than the job itself! The complete radio is very compact measuring $8 \times 7 \times 2\frac{1}{2}$ ins., which fits most cars where provision for a set is made. The separate loudspeaker unit is of the 7×4 ins. elliptical type.

The whole thing is still not quite finished at this point, however, for although the radio works perfectly with the engine off, as soon as one pulls the starter, all hell breaks loose! As with any car radio, there are many sources of local interference, from ignition, dynamo and wiper and heater motors. All may need

to be fitted with suppressors: requirements vary from car to car, but Mayra Electronics will supply suitable components, about 25s. covering the cost of a comprehensive kit. Aerials vary, too, but a typical one will cost you 33s.

As to performance, the results are quite excellent. A full range of stations, on both medium and long wave bands, is pulled in in considerable strength. In fact on local stations the volume control barely comes off "tickover" before the sound becomes of deafening proportions, even with the telescopic aerial closed right down. A powerful automatic volume control shows its worth in city driving, where large buildings can tend to cut off the incoming programmes, and even under steel railway bridges there is scarcely any "fade" at all. At night, after "Auntie B.B.C." has gone to bed, there is a wealth of music to be had from the continental stations, the tonal quality remaining very high.

Incidentally, this radio is at present only obtainable as a 12 v. unit, as suitable valves are not yet available for a six-volt version.

The cost? The complete kit of parts, with full instructions, but less the aerial and suppressors, costs £13 10s. and I would estimate that I now have a finished set every bit as good as a factory-made one costing around £25. Besides, it was fun making it.

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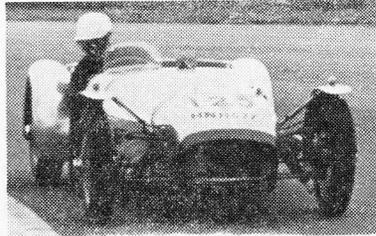
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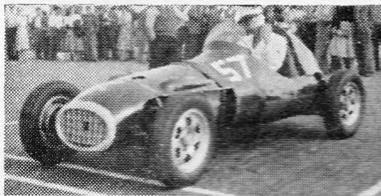
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SUPERCHARGER wanted, Arnott 1600 or Marshall J.75, for Magnet.—Box 3025.

TR3, 1956/58, required. Essentials, wire wheels, overdrive. No clapped or shunted wrecks.—J. R. Howgo, Dovedale, Ramsden, Essex.

WANTED, cheap Vincent 1000-engined car, J.P. preferred, or engine only.—Fullest details, price, to Smith, Peasdon, Hitchin, Herts.

WANTED.—Laycock overdrive Type A.—Jones, 219 Aikman Avenue, Leicester. Glenfield 230.

WANTED.—Supercharger with fittings for 1½ Riley, 1954.—Nicholson, Garage, Forres.

WANTED.—Two good quality bucket seats, any colour, suitable for 1958 Zodiac.—Watkinson Motors, 136 Stockwell Road, S.W.9. BRIXton 2838.

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Monte Carlo Rally—continued

drive more slowly, resting the cars and the crews as they went along.

Conditions were again ideal from Barnby Moor to Dover, and coming down the Great North Road it was possible to cruise at 95-100 k.p.h. and average 80 k.p.h.

So to Folkestone and Dover where 10 competitors were stopped by mobile police and warned that they had been exceeding the speed limit. Fortunately for them, it was a warning only.

Among the first cars to arrive at Dover was the Jaguar of Eric Brinkman, one of Britain's most experienced International Rally drivers, on his ninth Monte Carlo.

His prompt arrival caused no surprise to his friends. After all he married recently, and this was his honeymoon; with the bride waiting at Monte Carlo.

PARIS START

A TOTAL of 53 cars left Paris Monday morning soon after midnight. The control was installed right in the centre of Paris on the Place Vendôme, where the Automobile Club de l'Île de France is situated. Competitors were watching with awe the weather report pinned on the wall and listening to the alarming tales of very bad snow and ice in the Vosges mountains. Only 14 British crews chose Paris this year, probably remembering the heavy toll which was suffered by the Paris starters last year. If the cars were few the "big brass" were aplenty, however, with Marcus Chambers, Ken Richardson and Norman Garrad in attendance at the start.

The usual pre-Rally gossips reached the ultimate with the stupid decision

by the Automobile Club Monégasque to put in the "special series" class those cars whose cylinder heads had been shaved to increase the compression ratio. This modification is perfectly "legal" in the "improved series" which says that one may remove metal from all existing parts; it is even stated clearly in the Appendix J commentary, which has been accepted at a meeting of the C.S.I.!

As a result of this several cars, including Pat Moss's A40, are supposed to run in a class with stiffer schedules than should be the case. The result of this decision, which affects also several French starters, is that a deluge of protests is bound to mess up the results of the Rally unless the organizers change their mind while the cars are on the way.

Two cars at the start showed sign of a hastily repaired impact: The works TR3 Triumph of Keith Ballisat and French journalist Alain Bertaut had been hit while parked in Paris and the front wing has been quickly bashed out and brush painted. The damage was much greater on the Zephyr of Arnold/Pain/Brown which had been crashed while the British team was experimenting with tyre pressures on snow and ice in the Paris countryside. An all-night work session



by the crew allowed them to straighten up, more or less, the front of their Zephyr and they were fortunate to be lent the radiator of another Ford which was parked in the garage where they were working, for there were no spares available in Paris!

The usual night activity was great and now that the Rally has left Paris the harassed local reporters can go back to their beds instead of "gossip-hunting" at the Crazy Horse saloon or at Fred Payne's bar where Fred, in great form, threw a party for his birthday.

THE CAT'S EYES RALLY

CLOSING date for entries for the T.E.A.C. national Cat's Eyes Rally on 7th-8th February is 29th January, and secretary of the event is S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex.

FILMS

ANOTHER programme of motoring films has been arranged by Epping Forest Motorsport Association, this one to be held on 23rd February at Kensington Town Hall, London, W.8, starting at 7 p.m. The programme will feature the new David Clarke colour film of the 1958 Grand Prix d'Europe at Spa, the R.A.C. Rally of Great Britain 1958, and the Monza 500 Miles Race, 1957. All are in colour. A new motor-cycling film will also be shown.

It is intended by the Association to inaugurate a series of revivals of "great motor racing films of the past 25 years", and the first selection will be shown at this programme.

Full details can be obtained from Stephen N. Wright, 203 High Road, Loughton, Essex.

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1953 ALLARD J2, Streamlined, 2 str.	£395
1955 DB3S, Unmarked green showpiece	£1,645
1954 DB2/4, Black, 40,000, 1 owner	£1,295
1938 ASTON MARTIN, 2 litre rdstr, red	£245
1950 ALVIS 'TA', Roadster, ivory, RH	£395
1949 ALVIS 'TA', D/H, 1 owner, black	£345
1949 ALVIS 'TA', D/H, black/beige	£285
1957 AUSTIN A35, Spotless green, H2	£475
1952 AUSTIN A40, Sports, superb red, RH	£415

AUSTIN-HEALEY

NEW BN6, 2 str., primrose/black	£1,226
NEW Sprite, primrose/black, extras	£694
1956 BN2, Le Mans, black/red, HOPQWI	£715
1956 BN2, red, 15,000, HOWXPI	£675
1955 BN1, white showpiece, RHOQWI	£675
1955 BN1, enthusiast maintained, green	£645
1955 BN1, superbly maintained, green	£625
1954 BN1, fine green example, WOQX	£575
1954 BN1, green/ivory, TOWH2	£575

BENTLEY

1950 S.S. Saloon, unblemished claret	£1,295
1934 3½ Park Ward saloon, black/red	£195
1934 3½ Young Fixed Head Coupe	£165
1927 3 litre V.D.P. Tourer, showpiece	£395
1926 3 litre 2 str., ex works Team Car	£445

1938 B.M.W. '328', black/white specimen	£395
1957 COOPER Climax, Formula II, ex Monteiro, Little raced, latest mods. With Bedford Transporter	£1,495
COOPER-M.G., very potent, ivory	£255
1953 COOPER-M.G., ex Goldthorpe	£445
1949 DAIMLER Barker Sports, exceptional	£545

FORD

1956 Anglia, beautiful black/red, H2	£435
1955 Zephyr Conv., superb, RHM2	£495
1955 Prefect, original grey/red, 2	£425
1955 Thames, privately used, blue, 2	£275
1954 (Oct.) Anglia, 1958 engine	£395
1946 H.R.G. Aerodynamic Roadster, blue	£295
1947 HUMBER Hawk, black, well kept	£195

JAGUAR

1958 XK150, D/H, 9,000, grey, DWRHBI	£1,725
1957 (Nov.) XK150, H/top, grey, DHOPSW2	£1,545
1956 XK140, H/top, maroon, OHPFS2	£945
1955 XK140, D/H, grey, RHOCBSP1	£1,045
1955 XK140, D/H, ACHOPRSW2	£895
1955 XK140, H/top, black/red, RH2	£855
1954 XK120, D/H, grey, BCWH2	£645

JAGUAR—continued

1952 Mk. VII, bright black specimen	£445
1952 Mk. VII, black with beige, RH1	£425
1951 XK120, blue, ex Tyrer, HOR	£475
1951 XK120, spotless white, B.1 comp, EH	£445
1938 3½ S.S.100, green, original example	£295

1953 JUPITER, absolute specimen, red, H...	£425
1950 LEA-FRANCIS 2½ Roadster, grey	£325

LOTUS

1955 Nine, 1172, Whitehouse tuned	£495
1955 Eight (MG 1500), inboard brakes	£595
1955 (Oct.) Mk. VI (MG 1500) TC gearbox	£425

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 E—dual exhaust. S—occasional seats.
 F—fog light. T—hardtop.
 H—heater. W—wire wheels.
 L—leather. X—Michelin "X" tyres.
 M—Alexander, Derrington, one owner.
 ton, Mays, etc. 2—two owners.

M.G.

1958 (Oct.) Magnette, black, 1700, RH1	£985
1956 M.G.A. unmarked red, one owner	£725
1956 (Oct.) M.G.A. unmarked red, 1	£695
1956 M.G.A. ivory, WRH2	£685
1956 M.G.A. superb blue specimen, H1	£665
1955 TF '1500', ivory specimen, H1	£595
1954 TF, original grey showpiece, Q	£585
1954 TF, unblemished red, H2	£575
1954 TF, ivory/green hide, exceptional	£575
1954 TF, red showpiece, 1957 engine, RQ2	£565
1954 TF, beautiful black example	£545
1953 TD, absolute showpiece, AHPRT	£495
1953 TD, unmarked black, very fast	£495
1953 TD, grey/red, spotless	£445
1953 TD, well maintained red example	£445
1953 TD, really exceptional, black, RH	£445
1952 TD, 1956 engine, nice green example	£435
1952 (Nov.) TD, ivory with red hide, 2	£375
1951 (Oct.) TD, green, exch. engine 1958	£445
1951 (Sept.) TD, spotless black	£445
1950 TD, spotless black, PF2	£395
1950 TD, nice dark green example	£395
1949 TC, unmarked green specimen	£395
1949 (Dec.) TC, superb black, BPR	£395
1949 TC, green/beige, 16" rears, BP	£365
1949 TC, dull, excellent engine	£315

M.G.—continued

1948 TC, black, very tidy	£265
1947 TC, nice green example	£325
1947 TC, Stage II, 16" rears, grey	£295
1946 TC, very bright black example	£215
1939 TA, black, enthusiast maintained	£95
1939 2.6 D/H, good sound example, grey	£145
1938 2 litre D/H, grey, sound	£85
1938 VA, 1½ litre Tourer, black, tidy	£225
1937 TA, nice clean black example	£145
1936 TA, ivory, tidy	£135
1936 TA, tidy black car	£175
1935 PA 2 str., blue, exceptional	£175

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1953 MORGAN 2-str., excellent car blue	£395
1951 MORGAN Plus 4, 2-str. D/head	£375

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1957 Minor 1000 Conv., green H2	£545
1957 Minor 1000 Conv., dark green, HLI	£535
1957 Minor 1000 Saloon, lovely grey	£515
1956 Minor Saloon, grey, LHI	£475
1952 Oxford, nice black example	£375

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1951 2½-litre Saloon, excellent in black	£345
1950 2½-litre Saloon, exceptional condition	£395
1948 2½-litre Saloon, black-red	£335
1946 (Dec.) 2½-litre Saloon, green/beige	£275
1935 Imp., rare car in black	£255
1946 SINGER Nine, Roadster, red	£175

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1955 Alpine, red, H1, low mileage	£645
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1959 TR3A, works mileage, red/black	£985
1956 TR3, superb pearl white/black, SHP	£645
1955 TR2, excellent green example, H	£555
1955 TR2, superb red specimen	£565
1954 (Nov.) TR2, green, TR3 grille, Q	£555
1954 TR2, red showpiece, HLP	£555
1954 TR2, ivory with black hide	£495
1952 Renown, superb black specimen	£375
1949 2000 Roadster, spotless black, HR	£365
1948 1800 Roadster, spotless black	£295

1934 TALBOT 1055 2¼-str., superb	£295
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