

AUTOSPORT

FEBRUARY 6, 1959

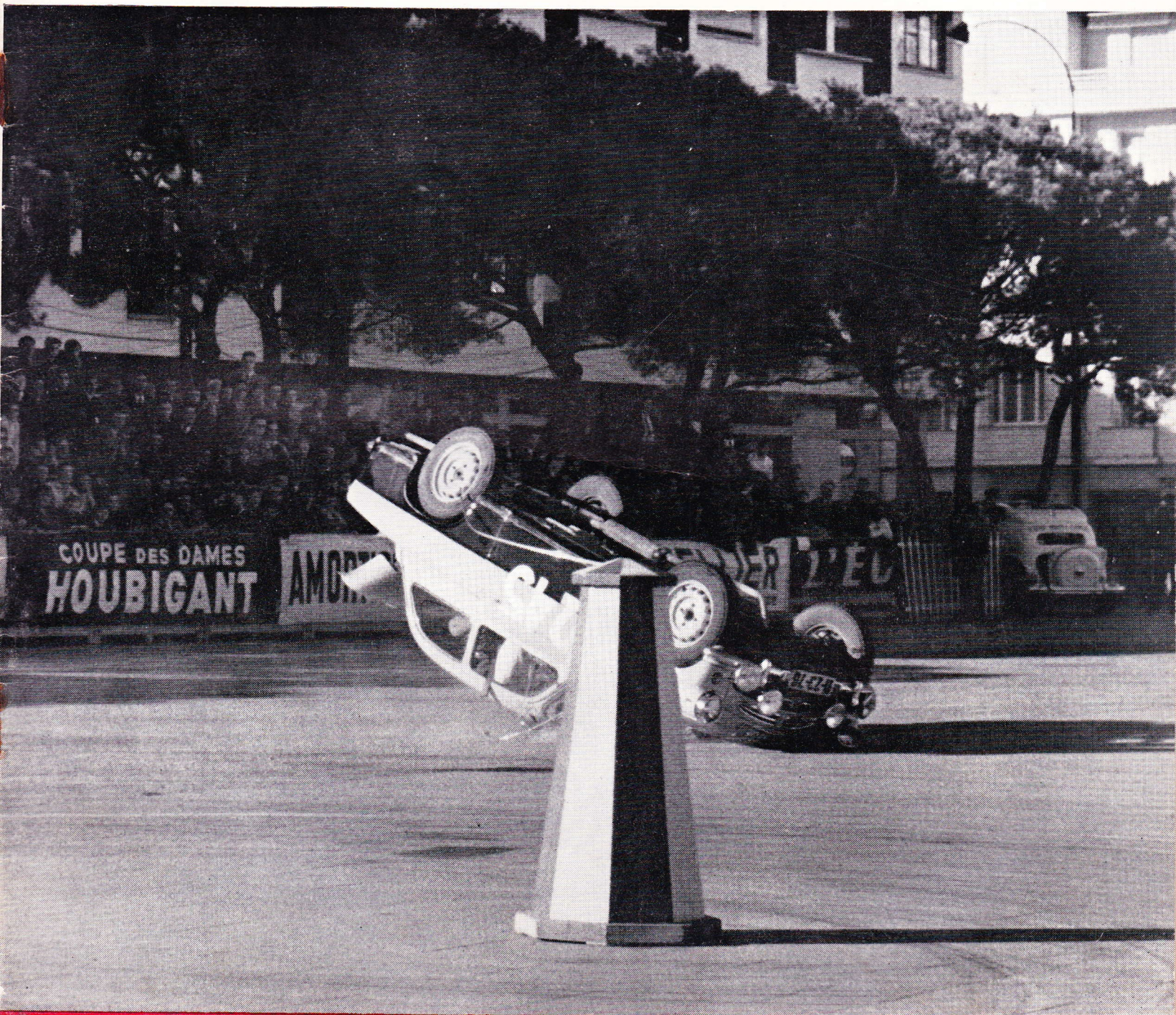
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EVERY FRIDAY

Vol. 18 No. 6

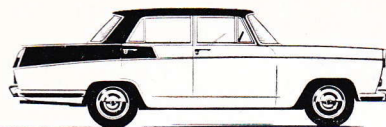
BRITAIN'S MOTOR SPORTING WEEKLY

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



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MONTE CARLO RALLY REVIEWED : SEASONAL SURVEY—CLUB RACING
SPECIAL HOLIDAY FEATURE : JOHN BOLSTER TESTS THE LOTUS SUPER SEVEN

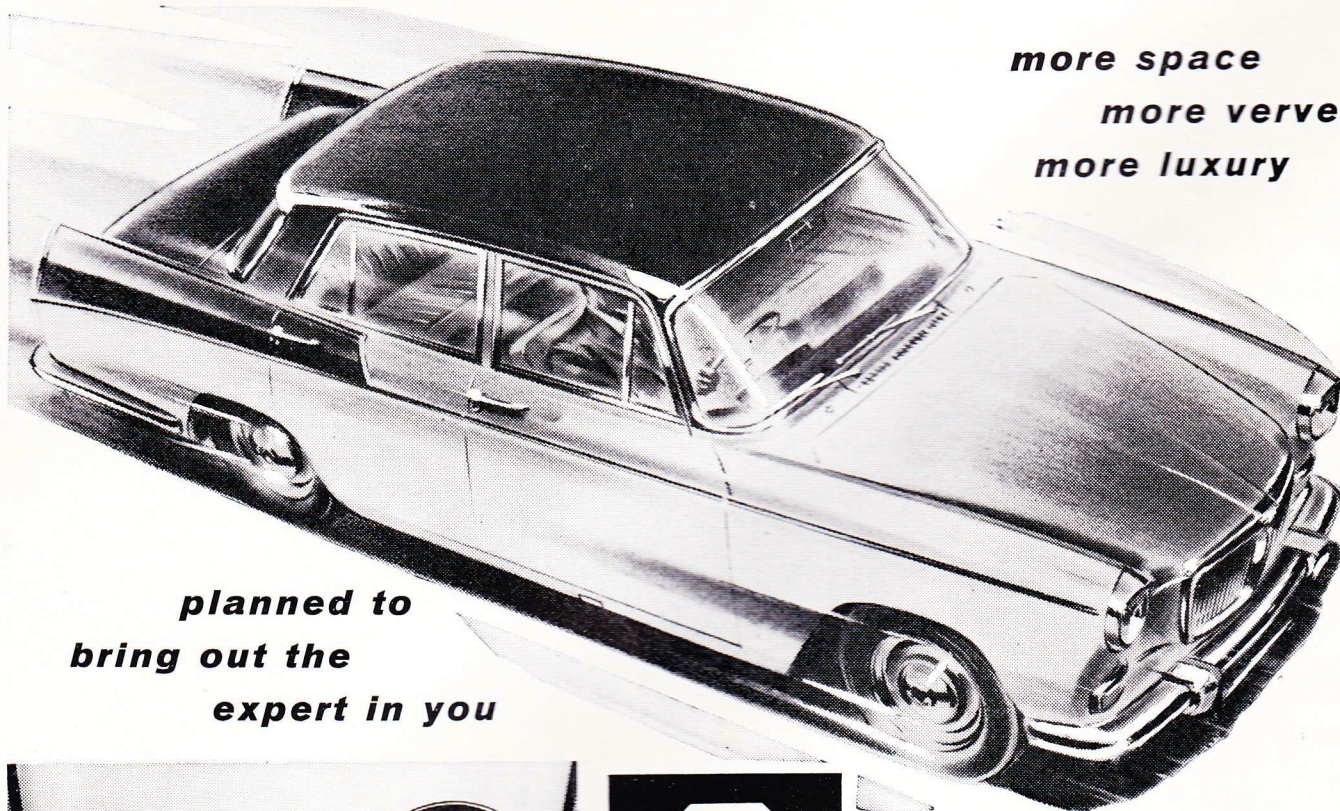


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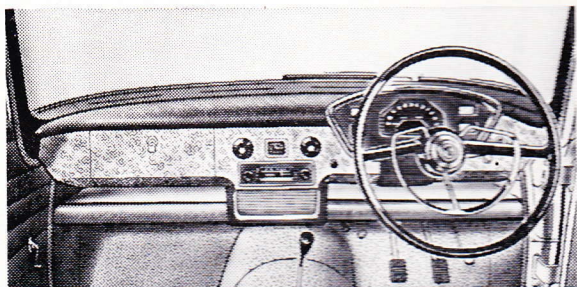
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Vol. 18 No. 6

February 6, 1959

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EDITORIAL

"RIEN NE VA PLUS"

THE future of the Monte Carlo Rally in relation to manufacturers is very much in doubt and, during the next few weeks, high-level talks will take place regarding the wisdom of incurring the expense in preparing and entering cars for an event in which the organization is suspect. There is little doubt that there was a good deal of "hanky-panky" in both Chambéry-Monaco and final classification tests which, owing to the methods of timing adopted, must bring the entire organization into disrepute. No matter how honest the A.C. of Monaco may be in their efforts to arrive at a result, the behaviour of certain officials and competitors was a disgrace to a European Championship event. If a small club had perpetrated such obvious blunders there would have been an outcry, and competitors would give the event a miss the following year. However, such is the glamour of the "Monte", that a large percentage of the entrants would appear willingly to accept the shortcomings of the organization, and be content with the pleasure of taking part in the winter classic. To manufacturers the whole thing is far more serious; the result of the "Monte", with its attendant and tremendous publicity, has a definite effect on sales. Mechanical failure, off-road excursions, crew fatigue—these things can readily be understood as contributing to non-success. To be defeated by a complicated timing system which, by its very complexity, is wide open to abuse, is quite another thing, and must give entrants every possible reason for complaint. It was fairly simple to understand how the timing methods would operate, but a complete and utter mystery as to how they were actually applied. Again, the inclusion of secret controls seemed totally unnecessary, and one can only conclude that the delay of about 36 hours in announcing the results was due to a great deal of obtruse calculations requiring the services and advice of at least a dozen "senior wranglers". No one will grudge Paul Coltelloni and his Citroën the success of winning the rally; he and his crew must have put up a magnificent performance to carry off the premier award. Nevertheless, the complaints against the organization and administration are so numerous that something will have to be done to prevent a repetition of the 1959 fiasco. Unless the A.C. of Monaco give a promise that the methods adopted for the 28th Rally will be abolished, it is difficult to envisage entries from the big manufacturers. Without their support, the "Monte" would become a minor event, and one could hardly expect the S.M.M. and T. to sanction trade participation from its members if the manufacturers decided to give the event a miss. For many years, the British contingent has assured success for the Rallye Automobile Monte-Carlo, and without the whole-hearted support of interested manufacturers, the number of private entrants would also drop considerably.

OUR COVER PICTURE

ROOFABATICS! Kjell (Jelly-roll) Gudim inverts his Skoda during the manoeuvrability test at Monte Carlo. He was quite unhurt!

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SPORTS NEWS

MAURICE TRINTIGNANT may be in the works Aston Martin team for Le Mans. He might also drive a DB4 in the Tour de France.

BROOKS FOR FERRARI?

Looks as though Tony Brooks will be "going foreign" for the first time in his spectacular career. He flew secretly to Italy last week, and it would seem almost definite that he went to see Ferrari. Tony, now a qualified dentist, is setting up practice in London and his aim is undoubtedly to win the World Championship this season and then retire from the circuits to his profession. With this in mind, Ferrari would seem to be the best bet for the championship.



IRISH INVASION of Monte Carlo (above). At Cesar's famous restaurant (l. to r.), Arthur Jolley, Brooks, "Le Patron Gabby", Frank Bigger, Brian McCaldin, Cecil Vard, Paddy Hopkins and Ian Titterington.

ROYAL PATRONAGE for the Monte Carlo Rally British C.C. H.R.H. Prince Rainier of Monaco, with Jack Kemsley, Chairman of the Club, at the cocktail party in the Hotel Metropole.



TONY VANDERVELL has been awarded the coveted Ferodo Gold Trophy for his successes with the Vanwalls in 1958. This is the third time he has been awarded the trophy. Mr. Geoffrey Sutcliffe, chairman of Ferodo, announced at the Dorchester Hotel, he has given Mr. Vandervell the trophy for keeps.

ECURIE ECOSSE will be using a new 3-litre Jaguar engine in their sports cars this season. The chassis used will be a modified D-type Jaguar, a Tojeiro and a Lister. The team will not be competing at Sebring, Targa Florio or the Argentine, transport costs making these trips prohibitive.

It is hoped that Ron Flockhart, Ninian Sanderson, John Lawrence, Jack Fairman, Innes Ireland and Masten Gregory will be in the team, although Gregory may yet go to Aston Martin.

WE hear that Albert Zains, whose F3 car is well known, is now constructing a new F2 car for the 1959 season, with the assistance of John Hugh. The car will have a special cooling system and will be clothed in a Ferrari-like body, a model of which is now undergoing wind-tunnel tests. Disc brakes are to be employed, and it is hoped to have the car ready for the Easter meeting, where it will be driven by Chris Bristow.

PROBABLE entries in next month's Lyon-Charbonnières Rally are Pat Moss/Ann Wisdom (Riley) and John Sprinzel (Sprite). Pat and Ann will also do the Rally Acropolis in May.

IAN WALKER will be driving one of the new 1,100 c.c. Lotus Seventeens this season, entered by Cornwall Garage of Finchley.

BMW MAY be entering the medium-price car market if their recent application for a 10,000,000 DM state investment loan is granted.

MOLYSPEED grease is now being produced by Nocol Ltd., makers of the well-established oil additive. Great film strength is claimed and a 1 lb. tin costs 6s. 8d.

BOUQUETS keep coming in for Shell's superb film of the 1958 "Coup des Alpes", probably the most exciting and authentic of all motor sporting productions. Only thing that was missing from the B.B.C.'s presentation last Saturday on TV was the magnificent colour!

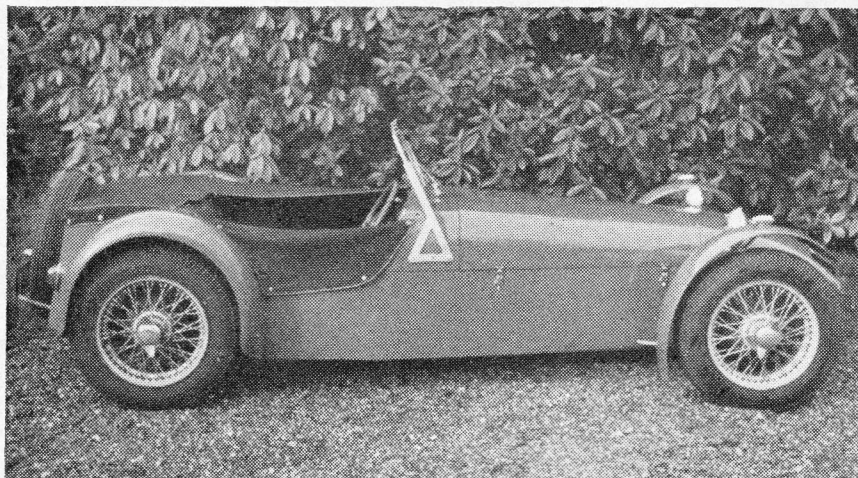
ECURIE CHILTERN, whose cars won two classes in the AUTOSPORT Championship last year, will be competing in all major home and Continental events during the 1959 season. Mike Bond now has the ex-Graham Whitehead DB3S, which finished second at Le Mans last year; John McKechnie has an A.C.-Bristol and Alan McKechnie a modified Sprite; David Dixon now has a twin-cam M.G.A and Peter Easton, now back in this country from the U.S.A., will be competing in saloon car races.

THE British Racing Partnership announces that George Wicken has signed to drive with Ivor Bueb for the 1959 season in the Partnership's two new Cooper-Borgward racing cars at present under construction.

It is hoped that the new cars will be completed and ready for testing in early March; their first event should be the Easter Monday meeting at Goodwood.

LANCE REVENTLOW and Ed Martin will share a Ferrari in the Sebring 12 Hours Race on 21st March. Continental Motors of Washington have entered a team of Elvas to be driven by Charlie Wallace/Burdette Martin, Frank Baptista/Art Tweedale and Dr. M. R. J. Wyllie/Charles Sietrich.

Stirling Moss will be co-driving a Cunningham-entered Lister-Jaguar with Tony Brooks. Ed Crawford and Walt Hansen will be in the second car and Cunningham himself will drive the third machine with a driver as yet unnamed. Ferrari pilots will be Behra, Hill, von Trips, Daigh, Gurney and Schell. Gaston Andrey and Bill Lloyd will be in a privately entered machine. Isabel Haskell will be sharing a works Osca with Denise McLuggage.



STARK BUT ATTRACTIVE: The sleek lines of the Super Seven are shown to good advantage in this photograph. Weather protection is almost non-existent and the occupants are well advised to wear lots of warm clothing!

power unit are an absolute joy. The gearchange could not be bettered, and if the competition-type clutch seems fierce at first, it certainly grips at once after a snatched change of ratio. Forty, 60, and 80 m.p.h. can be appreciably exceeded on the indirects, which really does give one a gear for every purpose.

When, some time ago, I tested the first Ford-engined Seven, I must own that I was a little disappointed, and damned it with faint praise in my report. I am delighted to be able to say that an immense amount of development work has taken place since that time, and my two main causes of criticism have been re-

JOHN BOLSTER
TESTS

THE LOTUS SUPER SEVEN

THE fabulous success story of the marque Lotus started with the construction of special chassis frames for amateur car builders. Having achieved a near-monopoly of certain sports-racing classes, and also entered the Formula 2 and Grand Prix ranks, Colin Chapman has returned to his old love, the do-it-yourself or "Meccano-car". (I am sure that the famous firm of toy manufacturers will forgive me for pirating their title for a moment!)

The basic Lotus Seven is a car that is built round the usual multi-tubular frame, but such expensive features as the all-enveloping streamlined body and the de Dion or independent rear end are deleted. In its cheapest form, the machine is Ford-powered, but the subject of this article is the Super Seven, which has a Coventry Climax engine, type F.W.A. Under certain circumstances, when the parts are bought separately and assembled by a genuine amateur, a special concession operates whereby no purchase tax is levied. Details may be obtained from H.M. Customs and Excise or from Lotus Engineering Co., Ltd., but please don't write to me!

Anyway, feeling that to assemble a car from bits might occupy valuable drinking time, I succeeded in borrowing a complete vehicle. This was the little red job with which Graham Hill secured a most praiseworthy first place at Brands Hatch on Boxing Day, so I knew it was nicely run in. It has a Coventry Climax engine with twin S.U. carburettors, but the normal camshaft, giving 40 degrees of overlap is employed. The camshaft more usually fitted for racing, which gives 60 degrees of overlap, is less pleasant for normal road use. This particular car has an M.G. close-ratio gearbox, a delightful and immensely strong component which is a little heavier than the type most frequently mated to the 1,100 c.c. engine.

CLIMAX POWERED: The Coventry-Climax 1,100 c.c. engine develops 75 b.h.p. at 6,250 r.p.m. The normal camshaft with only 40 degrees overlap is employed on this particular power unit.

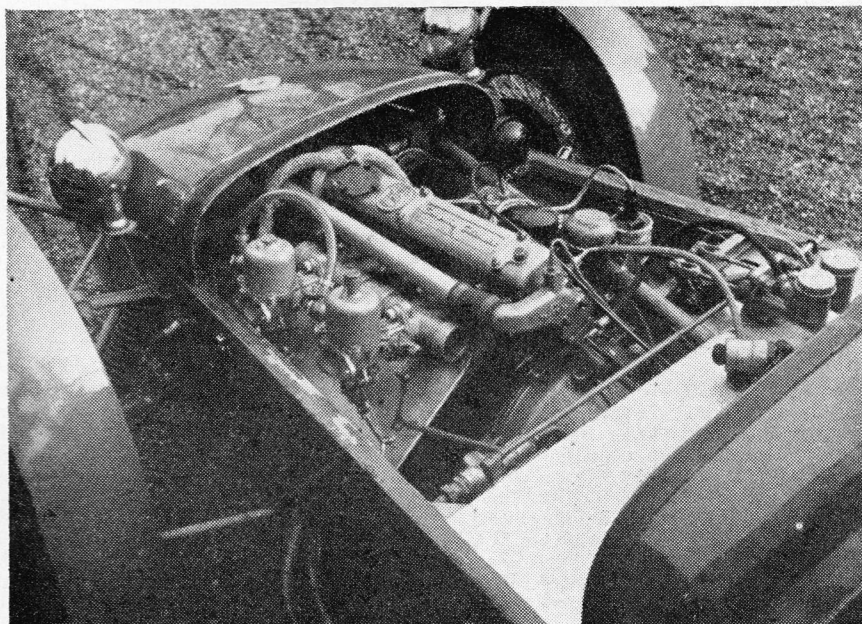
For the rest, the typical Lotus frame is fitted with a simple, doorless body. The suspension is by telescopic dampers incorporating helical springs, and although a proprietary rear axle has been adopted, it is positively located on twin trailing arms and a Panhard rod. There is some luggage space in the compartment behind the seats, which also encloses the hood when folded, and the petrol filler cap projects through the plywood bottom. In front, there are strip-type mudguards and separate headlamps, though the radiator is enclosed in a streamlined cowl.

A large man in a leather coat may enter the Super Seven without too much difficulty; getting out requires a good deal more effort. With a well-charged battery, the engine starts readily on even the coldest morning, and does not take long to achieve a working temperature. The noise from the exhaust is not excessive, and the smoothness and willingness to rev. of the Coventry Climax

moved. Different brakes have overcome the rather dangerous tendency towards front wheel locking that used to be apparent, and suspension changes, plus a new anti-roll bar, have almost eliminated any tendency for the rear wheels to hop on bumpy corners. The cornering power is very high, and the roadholding is excellent, falling only a little short of that of the more elaborate and costly Lotus models. By more normal standards, the roadholding, steering, and controllability must be rated as superlatively good.

As regards the performance, a 75 b.h.p. engine in a car weighing not much over 8 cwt. must result in some exciting acceleration figures, as the graph and data panel show. The maximum speed is limited by the car's unstreamlined form, but this is of little moment for normal road use or club racing on short circuits. Ninety m.p.h. is available on short straights, but although 100 m.p.h. may eventually be exceeded, this can

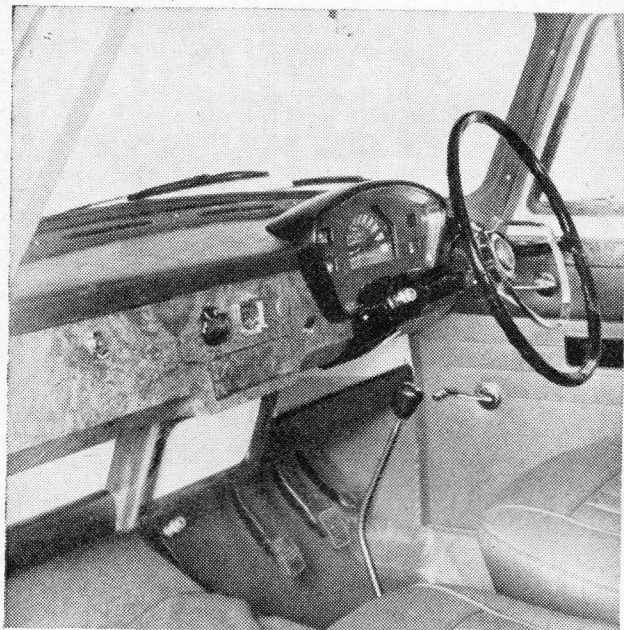
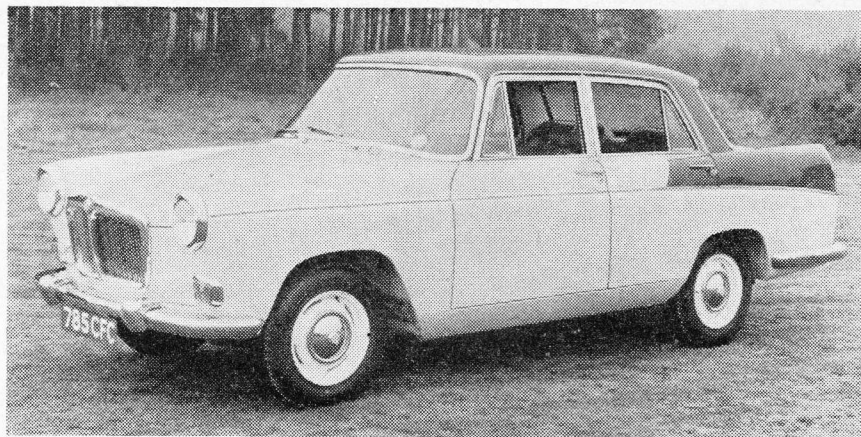
(Continued on page 171)



M.G. MAGNETTE Mk. III

THE M.G. Magnette has carved for itself a very special niche among 1½-litre cars. A roomy four-door family saloon, it has yet had handling characteristics with quite a sporting flavour, and its appearance, equipment and finish have endeared it to those purchasers who will pay a little more for something above the average. Although a new and more modern Magnette has now come to take its place, many of us will long remember the older model with affection.

The new M.G. Magnette Mark III employs a similar B.M.C. B-series engine to the previous car which bore the name. With four cylinders of 73.025 mm. x



★

LATEST B.M.C. variation on the Farina-styled Austin A55 is this twin-carburettor high-performance version, which becomes the new M.G. Magnette. Cockpit layout is neat and practical, with the steering wheel set at a more natural angle than on the previous model.

★

88.9 mm. (1,489 c.c.), it has pushrod-operated overhead valves, twin S.U. carburettors, and a compression ratio of 8.3 to 1. The four-speed gearbox has ratios of 4.3, 5.91, 9.52 and 15.64 to 1, in conjunction with a hypoid rear axle on semi-elliptic springs.

In front, there is independent suspension by helical springs and wishbones, and the traditional rack and pinion steering has given way to a cam and peg box. The 9 ins. brake drums contain two leading shoes for the front pair and leading and trailing shoes at the rear, with hydraulic operation. The ventilated disc wheels carry 5.90-14 ins. tubeless tyres.

Of course, the main feature of the car is the Farina styling of the body. The general shape is similar to that of the other 1½-litre B.M.C. cars by the Italian master, but there are some individual M.G. touches. The front grille is lower and wider than that of previous Magnettes, but its make is unmistakable. The tail fins and rear lamp clusters also have a special shape for this car. The seats, particularly at the rear, have been specially tailored for comfort, and the instrument panel is attractive and functional. The central gear lever is longer than those of earlier M.G.s, and the hand-brake lever is on the right of the driver's seat, where it is in nobody's way.

The new body is considerably wider than the old one and the full-width luggage

boot is of generous size for a 1½-litre car. The overall length is 14 ft. 10½ ins. and the width 5 ft. 3½ ins. The increased spaciousness carries a small weight penalty but this is insufficient to affect the performance noticeably.

We have recently been able to try the Mark III over a useful distance on various types of roads. The car handles very well, and seems to be exceptionally controllable on slippery surfaces. The rear seat ride was also sampled, and both the suspension and the comfort of the seats are worthy of favourable comment. The machine runs smoothly and is pleasantly flexible, while the proper employment of the gearbox results in a useful performance.

The new M.G. Magnette has all the speed that one can use in safety on the average British road. As a family saloon with a suspicion of the sports car about it, this Farina-styled 1½-litre will find a ready market.

SPECIFICATION

Engine: Four cylinders, bore 73.025 mm. (2.875 ins.), stroke 88.9 mm. (3.5 ins.), cubic capacity 1,489 c.c. (90.88 cu. ins.), compression ratio 8.3 to 1, overhead valves operated by push-rods from three-bearing chain-driven camshaft, three-bearing counterbalanced crankshaft, aluminium-alloy pistons, renewable element external full flow oil filter.

Cooling: By pressurized system assisted by impeller pump and fan, circulation thermostatically controlled.

Ignition: Battery and coil, automatic advance and retard with centrifugal and vacuum control.

Carburation: Twin SU H.D.4 semi-down draught carburettors fed from rear tank by rear-mounted SU electric fuel pump, air cleaner and silencer (oil bath air cleaner fitted to export models), fuel tank capacity 10 Imperial gallons (45.5 litres, 12 U.S. gallons), concealed fuel filler fitted with lock.

Transmission: Borg & Beck single-plate dry clutch with hydraulic actuation; four-speed gearbox with synchromesh on second, third and top gears, giving overall ratios of: first 15.64; second 9.52; third 5.91; top 4.3; and reverse 20.45 to 1, central floor gear change, Hardy-Spicer propeller shaft with needle-bearing universal joints, three-quarter floating rear axle with hypoid final reduction gears, axle ratio 4.3 to 1.

Brakes: Girling hydraulic fully compensated brakes, pendant-type foot pedal, 9 ins. (22.9 cm.) diameter brake-drums front and rear, two leading-shoe front brakes, leading and trailing shoes at rear, simple shoe adjustment which simultaneously adjusts the hand brake, hand brake operates on rear shoes from pull-up lever through simple compensating system.

Body and Chassis Unit: The mono-construction four-door saloon body incorporates the body shell, floor, bulkhead, frame members and wing valances, large wrap-round bumpers front and rear with over-riders, deep well-sprung upholstery with foam-rubber seat cushions, leather upholstery with leathercloth on non-wearing parts, large luggage boot, 19 cu. ft. capacity, with counter-balanced lid, boot lid with lock.

Suspension: Independent front suspension by coil springs and wishbones, hydraulic piston-type dampers with arms forming upper suspension link, rear suspension by semi-elliptic rubber-mounted springs and piston-type hydraulic dampers.

Wheels and Tyres: Disc-type wheels with four-stud fixing, Dunlop 5.90 x 14 tubeless tyres, spare wheel stowed in special carrier below luggage boot.

Steering: Cam and peg steering gearbox, ratio 15 to 1, two-spoke 17 ins. (43.2 cm.) safety dish steering wheel with half horn-ring.

Electrical Equipment: High output dynamo with compensated voltage control, 12-volt 58 amp.-hr. battery (at 20-hr. rate), double dipping headlamps with prefocused bulbs, foot dipping switch, separate sidelights, twin stop and tail lamps, rear reflectors, number-plate lamp, non-glare instrument lighting, dual-arm self-parking windshield wiper, twin windtone horns, flashing direction indicators with automatic cancelling control, two interior roof lamps, ignition, headlamp main beam and flashing signal warning lights, reversing lamp.

Instruments: Speedometer with trip and total distance recorders, fuel gauge, oil pressure gauge, engine temperature indicator, ammeter, electric clock.

Controls: Lighting switch, panel light switch, combined ignition and starter switch, windshield wiper switch, mixture control, flashing direction indicator control mounted on steering column, windshield washer control, fresh air circulation control, heater control, switch to operate fan to boost fresh/heated air system.

Ventilation: Winding windows and hinged ventilating panels to all doors, fresh air circulation system, heating equipment with heat control and windshield demisting ducts.

General Equipment: Safety glass all round, large wrap-round windshield, windshield washing equipment, driving mirror, pile carpets with underfelt, ashtrays, two sun visors, door locks with fixed handles and pushbutton external lock release, bucket type front seats with individual adjustment, folding armrest in rear seat, armrests on rear doors, glovebox in fascia with locking lid, sponge rubber protection facia rail, large parcel tray, provision for fitting H.M.V. radio.

Optional Extras: Radio, duotone body colours.

MIXED BAG in the AUTOSPORT Series Production sports car championship. These cars were taking part in the Three Hours final at Snetterton.

basis of practice times with the fastest cars at the front and the successive rows staggered. Organizers have improved in the matter of staggering of the rows but too many are still allotting positions by ballot. This brings out the worst in the boorish driver of a relatively faster car who finds himself several rows back, and can lead to accidents. Unfortunately, there are still a few such in circulation—swollen-headed young men with very much more money than sense, but here again the remedy is in the hands of the organizers, who can always refuse to accept an entry; a confidential black-list can be a very useful document. Taking it by and large, track manners are generally improving, not before their time, which made the glaring exceptions of 1958 that much more glaring.

Last season was happily free from accidents involving serious personal injury in club meetings (two Formula 3 drivers unfortunately lost their lives at Brands Hatch, but this class of racing will be covered in a future article) but Snetterton lost two of its staunchest supporters in tragic accidents abroad which claimed the lives of Archie Scott-Brown and Peter Whitehead.

Seasonal Survey: Club Racing

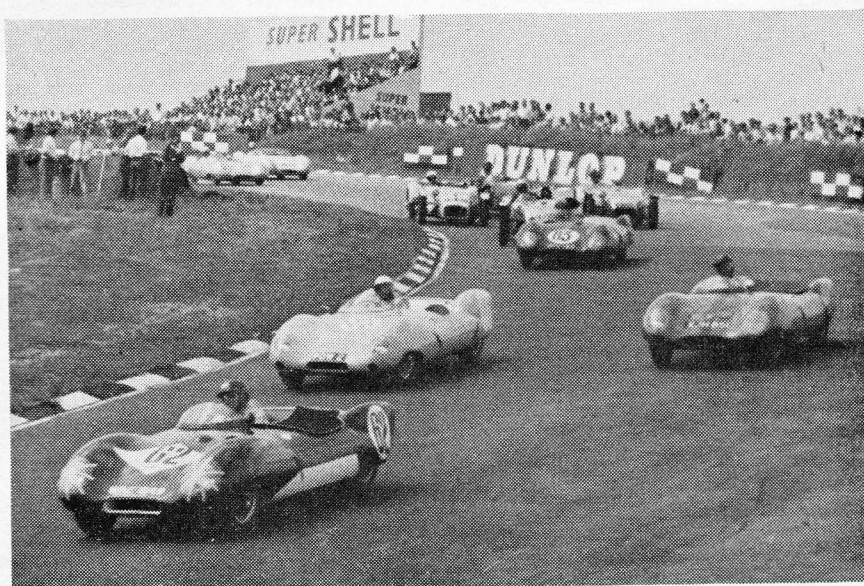
BY DAVID PRITCHARD

IN spite of the appalling summer which we had to endure in these islands, 1958 was another very successful club racing season. The growth in popularity of motor racing since the war has been little short of staggering and recent arguments have compared the attendance at a Silverstone Grand Prix meeting with the attendance at a Cup Final, the climax of what is supposed to be the "national sport". However, whether or not they were justified, these comparisons were considering only the spectator-appeal of the two activities and, inevitably, thousands go to watch a Grand Prix who never see another motor race. What is much more interesting is the colossal increase in the number of participants, who never get to drive in an international Formula race but are catered for by the meetings of lower status which go on all over the country under the auspices of the clubs. Some of our newer spectator-readers may not realize the amount of racing there is to watch; in 1958 there was an average of nearly 10 meetings a month or, in other words, over 60 race meetings were held between the end of March and the middle of October. In spite of this, entry lists of over a hundred are commonplace and, although there may at some meetings be only a few cars of one particular category, no meeting ever finds itself short of entries overall.

For the organizers this can mean only one thing: a very large and very mixed bag. There are two main schools of thought for coping with this situation, one of which stirs a rather ill-assorted collection of vehicles into the field for each race and runs the event on handicap, which frequently involves credit laps so as to conform with the rule decreeing that the last man shall have left the line before the first has completed his first lap. This is often somewhat frightening for the drivers of the faster cars and always extremely confusing for the spectators. The other, better method sorts the entry into groups of cars with comparable performance and concentrates on scratch races. There are pitfalls here, however, which are still catch-

ing some organizers. Firstly, for good racing and safe racing, the performance of the various cars in the field must be closely comparable; one does not want an A35 on scratch with a Lotus-Climax, nor a TR2 with a Lister-Jaguar. Secondly, the only logical and satisfactory way to arrange a starting grid is on the

★
DRIVER who made his mark with a successful year was John Bekaert, in his H.W.M.-Jaguar.
★



LOTUSES are still the most popular wear for the man who can afford one. Here varied types hustle through Paddock Bend during the Trio race meeting at Brands Hatch.

AT OULTON PARK, Bill Moss and Douglas Hull (leading) enjoyed a tremendous battle for the lead in the V.S.C.C. Seaman Trophy race. Moss eventually won the event in his E.R.A.

As a breeding ground for top-line drivers, 1958 was also somewhat barren, only two drivers coming to mind as having caught the eye of the "works". Michael Taylor was included in Colin Chapman's team for Le Mans and John Bekaert was engaged by Brian Lister for the T.T., but both cars were eliminated before they got a drive in the race itself. John has been at the game for several seasons now, and we on the sidelines were pleased rather than surprised when recognition came his way, but Michael Taylor was in his first full season of racing and suddenly—he had arrived. He also carried off the Brooklands Memorial Trophy, a perpetual challenge cup awarded on performances in the B.A.R.C. Members' Meetings throughout the season. Other trophy and championship winners for the year were: John Wilks, younger brother of Bill of Frazer-Nash fame, the Goodacre Trophy (750 Formula races); his win was made possible only by the magnificent sporting gesture of George Spence, who handed over his car for the final, critical race of the season after the engine of John's car had blown up in practice; Peter Boshier-Jones (Lotus-Ford) the Chapman Cup (for 1172 Formula races); Alan Wershat, with the original Lola, the "One-Off" Cup in the same category; Jack Sears (Austin 105) the B.R.S.C.C. Saloon Car Championship, run for the first time in 1958. This contest had a fascinating result since, initially, there was a tie between Jack and Tommy Sopwith in the Equipe Endeavour 3.4 Jaguar, which was resolved at Brands Hatch by two five-lap match races in Riley 1.5s supplied by B.M.C., the drivers swapping cars after the first and the winner being the man with the lower aggregate time. Finally, the AUTOSPORT Series-Production Sports Car Championship went to Peter Baldam in a Turner, who finished second in his class in the "Three Hours" at Snetterton after scoring six wins and a third in qualifying events. The Turners also carried off the team award, Baldam being ably supported by Barry Gilbert and Austen Nurse, whose racing throughout the season was of the tied-together

variety and gave as much pleasure to spectators as almost anything.

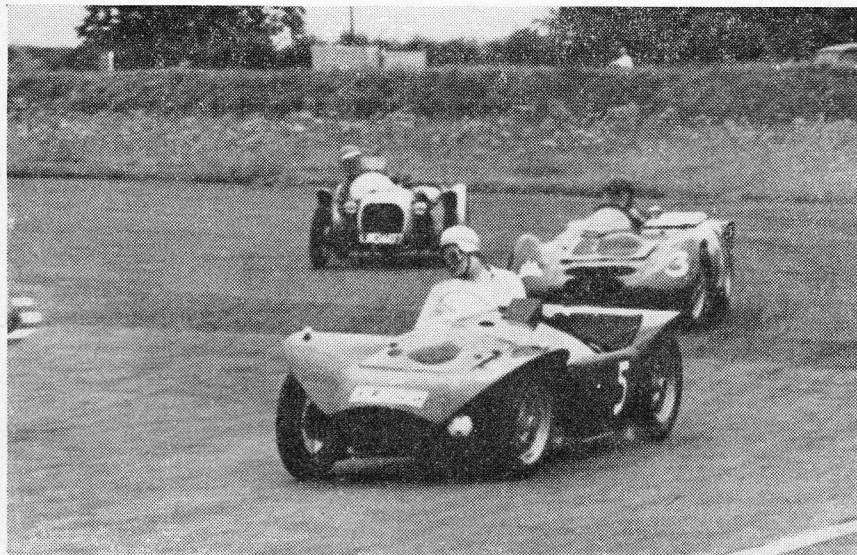
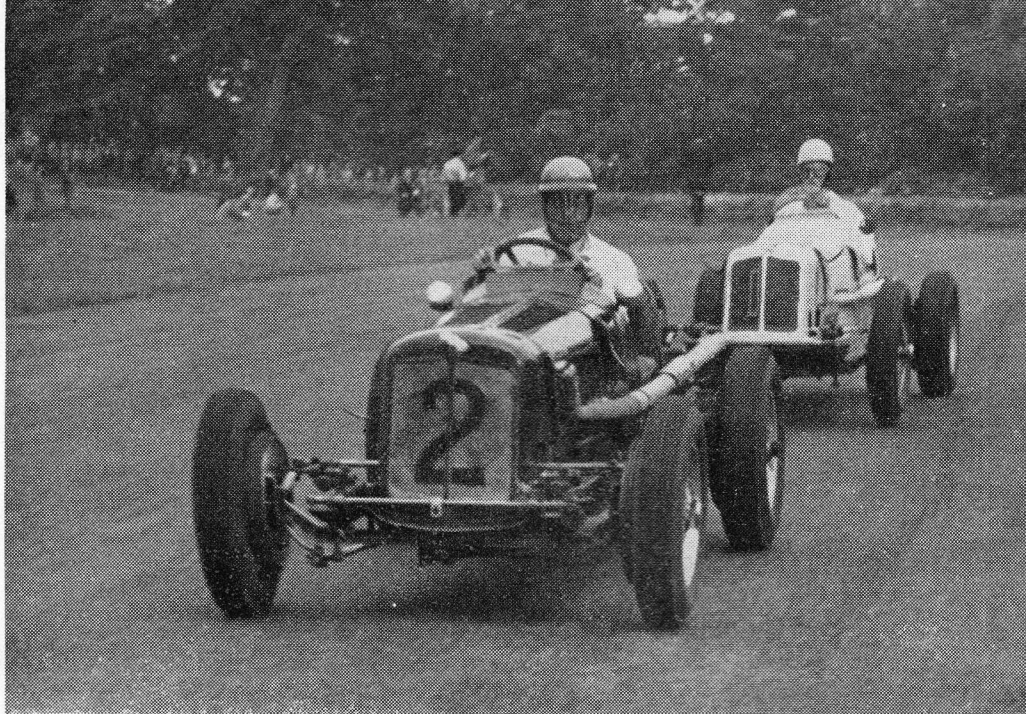
It would not be impossible to catalogue the results of the individual races held during the season, as we do for Formula 1 or 2, major sports car events and so on, but the outcome would just about fill an issue and would make extremely tedious reading. Let us, therefore, talk in more general terms of the numerous types of race found in the club calendar and sketch in just a few selected highlights from the overall picture. Again in the interests of brevity we shall concentrate mainly on scratch races, realizing full well that some outstanding performances may be passed over, but one has to draw the line somewhere.

A form of race which has probably caught the public imagination as much as anything is the scratch contest, subdivided according to the internationally recognized classes, for apparently normal closed cars. We say "apparently" with good reason, for an immense amount of skill and patience has gone into the invisible modification of these outwardly bread-and-butter vehicles to make them (a) unrecognizably faster and (b) which

is infinitely more important, safer and more controllable with their greatly enhanced performance. What owner of a standard A35, for example, with a calibrated speedometer and a strict regard for the truth (if there is such an individual!) would seriously contemplate conducting his little commuting-wagon round the Silverstone Grand Prix circuit for 17 laps (approximately the distance from London to Brighton) at an overall average of 72.6 m.p.h. from a standing start? This feat was performed at the Grand Prix meeting in July by Bob Gerard in a vehicle which I might well have taken in mistake for my own from a cinema car park. Equally unlikely performances were recorded time and again at club meetings, for which the circuits are "slower", by John Sprinzel, "Doc" Shepherd, Paddy Gaston and others, who were nevertheless sometimes beaten by equally innocuous-looking Prefects such as the astonishing John Young projectile which won at the Snetterton Spring Meeting. In a larger capacity class, Jeff Uren did incredible things with a Ford Zephyr, beating the eventual saloon-car champion Jack Sears, in the ex-works Austin 105, at Mallory Park in May.

The 1958 season also confirmed that the cars constructed to the 750 Formula are no longer the uninspiring toys which we used to regard with amused tolerance a short time ago. As Martyn Watkins has recently discovered at first-hand, these little racers based on the pre-war Austin 7 have a phenomenal turn of speed and can be made to handle extremely well, even by modern standards. A large number of the club meetings contained races for these cars and they were by no means devoid of excitement. Quite often, however, they were merged with their larger cousins, the 1172 Formula machines, in a single two-part race, and they were naturally somewhat overshadowed by the even greater performance of a car propelled by an engine

RACING to the 750 Formula was as close as ever. Trevor Clarke, who was competing in only his second race, here leads the Goodacre Trophy winner, John Wilks, at Snetterton.





half as big again. This was particularly so last year, since the Ford-powered Lotus Eleven was accepted under this Formula. Just such a car was used by the 1958 champion, Peter Boshier-Jones, and by J. A. Turvey who was his constant shadow through most of the season. For the coming season, however, this type of vehicle has been put outside the pale, purely on the grounds of initial cost, since these categories aim to provide interesting racing for a modest outlay. There is still room for some genius to produce a vehicle like Lola, which ran through 1958 in the capable hands of her new owner, Alan Wershat, virtually unchallenged except by the more exotic Lotuses.

A popular type of event in 1958 was the "Marque" scratch race, an idea sponsored by the B.A.R.C. to produce a closely matched contest by restricting entry to A.C.-engined Aces, TRs, Austin-Healeys, Morgans and M.G.As. Prominent conductors of these marques were Philip Fletcher (Ace), John Ewer, Syd Hurrell and Roy North (TRs), David Shale, J. Sutton and even the versatile Jack Sears (Austin-Healeys), J. Looker and D. Pacey (Morgans) and K. W. Mackenzie (M.G.A.). Notable races in this category occurred at Mallory Park in the opening meeting of the season, when Mackenzie and Ewer had a tremendous battle ending in a narrow victory for the Triumph; at the first Goodwood meeting, when the rain was torrential and Philip Fletcher covered himself with glory, and at Aintree at the end of July when there was a photo-finish between Sutton and Hurrell behind Shale's Austin-Healey.

A number of clubmen go to the other end of the scale for their racing and lovingly cherish the historic racing cars of a bygone era. Realizing this, and the wonderful spectacle that these old cars can provide, a number of clubs include races to accommodate them. Without a shadow of a doubt, the most notable combination in this sphere in 1958, as in the previous year, was Bill Moss and Remus, the 1½-litre E.R.A. which was Bira's second car originally and was not blessed with success. She had many intermediate owners, and a very chequered career which included breaking our Technical Editor's neck, before passing to Bill, who derives his daily bread from

a motor business in Luton. He has been phenomenally successful with the car, which he restored to the pale blue of its youth and always brought to the circuit in showroom condition. He had a few setbacks during 1957 with such troubles as broken rockers but a quick look through the archives for the year under review seems to show that the old car ran like a train throughout until, at the end of August, Bill decided to part from her, after which he made two or three appearances at the wheel of a DB3S.

Early in the season quite a galaxy of old E.R.As appeared, running as a team but, not altogether surprisingly, finding that the elderly machinery did not have a notably high reliability factor. Probably the most interesting runner among them was Arthur Jeddere-Fisher's 2-litre sprint car which found fame in the hands of John Bolster and the late Ken Wharton. This car is tremendously fast but had its engine moved back about six inches in the frame in the interests of controllability. This threw the transmission line into a frenzy and put an undue strain on the universal joints, whose demise caused some retirements. The engine, also, developed an unhealthy appetite for pistons and oil coolers and Douglas Hull, who prepared and drove the car during its owner's absence in Fiji, met frequent disappointment. Probably his most satisfying moment was at the Vintage Sports Car Club meeting at Oulton Park at the end of June, when he finished the 100-kilometre race for the Richard Seaman Memorial Trophy, in a highly creditable second place behind Bill Moss, after holding a somewhat breathless lead in the early stages. While talking of this meeting one must mention, although it has nothing whatever to do with club racing, the unforgettable "demonstration run" by the two pre-war Mercs in the hands of Tony Brooks and the late Peter Collins. Mercedes-Benz allowed a 5.6-litre W125 and a 2.9-litre W163 to shake off the shadows of their museum and perform 10 laps of Oulton Park at "characteristic speeds" in the hands of these two front-rank drivers as a tribute to the memory of Dick Seaman.

For sheer nostalgia there is nothing to touch a V.S.C.C. meeting, particularly their first Silverstone meeting of the season when the 1908 G.P. Itala Trophy

PRODUCTION saloon car racing really caught the public imagination last season. Here Standards and Volkswagens scuttled through the Goodwood chicane.

Race is run; almost any surviving car from the history of motor-racing may appear. This trophy race in 1958 was won by J. C. Tozer in one of those beautiful little blown six-cylinder Amilcars, while the indomitable Jack Sears, who has previously driven the Segrave Opel, appeared in the all-comers race at the wheel of Nobby Spero's 2.9-litre Maserati; this is another ex-Bira car which was originally brought into the country by Whitney Straight in the middle '30s. The Vintage Club also caters for the man whose affections lie with the past performers at Le Mans; outstanding Bentley exponents in 1958 were George Burton, who has provided his 4½-litre car with a de Dion rear end, and Michael Bradley, who has installed a 4½ engine of great potency in a very ordinary-looking fabric four-seater-bodied chassis which goes ridiculously fast.

Not content with the racing they got from the meetings of the V.S.C.C. and several other organizers who regularly accommodate them, the Bentley drivers last year teamed up with the Jaguar Drivers' Club to run a race meeting of their own on the Silverstone club circuit at the end of the season. It took place under the most appalling conditions and consisted entirely of handicap races in which the faster cars were hopelessly over-penalized by the wet track, but it was nevertheless an enjoyable and a well-run meeting which deserves to find a permanent place in the calendar.

Talking of innovations in 1958, two new circuits sprang into being during the year. At the second week-end of the season the northern section of the B.R.S.C.C. produced out of the hat the fastest club circuit known, at Full Sutton, near York. The lap measures 3.2 miles and, thanks to American occupation, the surface is wonderful. At the opening meeting it was lapped at around the "ton" by Jimmy Clark in a D-type Jaguar and by Jimmy Blumer in an 1,100 c.c. Lotus-Climax, which facts can be allowed to speak for themselves. The course saw four meetings during the season, right at the end of which another circuit was found in Yorkshire. This time the Darlington M.C. were forced to go on the prowl by the loss of Croft and, after successful overtures to the Air Ministry through the station commander of an R.A.F. Regiment Depot, who is a tremendous enthusiast, they staged a meeting on a 1.6-mile circuit at Catterick.

Wherever the racing may be, the normal wear for the club man who can afford it is a Lotus-Climax of 1100 or, sometimes, 1,500 c.c. The regularity with which these cars fill the frames, even when in competition with larger-engined vehicles, is frankly monotonous, and one can be excused for launching a hat skywards when something comes along to upset the forecast. There is no doubt at all, though, that when properly constructed and properly driven these cars are nothing short of fantastic. They come from all ends of the island to join in what is undeniably the toughest racing of any in the club curriculum. (Let me hasten to warn anyone with a lot of money but no driving experience not, on any account, to think that the acquisition of a 1,100 c.c. Lotus-Climax is a pass-

port to fame; it is far more likely to be a short-cut to the hospital.) To many 1958 meetings came Jack Westcott, from the neighbourhood of Plymouth, who used to drive a half-litre. From Scotland came Tom Dickson who, not content with scoring a hat-trick on his native heath (at Charterhall) invaded the south with almost equal success until meeting with a really horrible accident at Snetterton from which he miraculously emerged almost unscathed. Other Lotus drivers who called the tune during 1958 included Michael Taylor whom we have mentioned already, Innes Ireland who tuned Taylor's car as well as his own and several others, Jimmy Blumer who, on his day, was little short of invincible, Tony Marsh, Keith Greene and Colin Escott.

Opposed to the Lotuses during the season were Frank Nicholls's Elvas, which are always knocking at the door but haven't quite managed to assert themselves (a challenge which Frank issued for a race at Snetterton unfortunately found all the Elvas in trouble and the Lotuses grinning happily from their secure position at the front), and a few one-offs of remarkable potency. A car of some age, which has now passed into other hands, was Cedric Brierley's incredible little Victoria-Climax, an extremely functional-looking plastic-bodied projectile with a sawn-off tail like a Cooper; this device put it across the Lotuses on numerous occasions, in fact nearly every time it met them except when trouble of some sort intervened. Another strong challenger was the new Climax-engined Lola which Eric Broadley produced half-way through the season. This car did not have the best of fortune but its potential is enormous and Eric is now going into limited production. The other device which occasionally put the cat among the pigeons was Jim Whitehouse's Arden, which started life as a 750 Formula contrivance but now boast a Climax engine.

Above the capacity limits of the Lotus sports-racers we had examples of Aston Martin and Jaguar, plus Jaguar-powered machines such as the Listers and John Bekaert's H.W.M. In unlimited sports car and *Formule Libre* races Archie Scott-Brown reigned supreme at Snetterton and Mallory Park until his untimely death, while John Bekaert bid fair to be the uncrowned king of Silverstone, although he could not hold the Lotuses on the very tight circuit at Brands Hatch. He also scored successes at Snetterton later in the season but, in general, there was too much uncertainty about the brakes on that car for peace of mind on any circuit; it was also extremely fussy about its tyres and would accept any excuse to go straight regardless of the attitude of its front wheels. The only man who appeared to be totally unmoved by all this was John himself, and he was driving the thing!

In a class rather on its own was Brian Naylor's own creation, the J.B.W.-Maserati. This vehicle is, if anything, nearer to a full-blooded racing car than a Lotus and Brian himself is hardly in the same category as the ordinary clubman, having had considerable experience abroad, but the combination was so electrifying that it must be mentioned.

And so, from special cars to special races. On 17th May the Aston Martin Owners' Club staged a meeting at Silverstone in which the principal event was a 225-mile relay race for the David

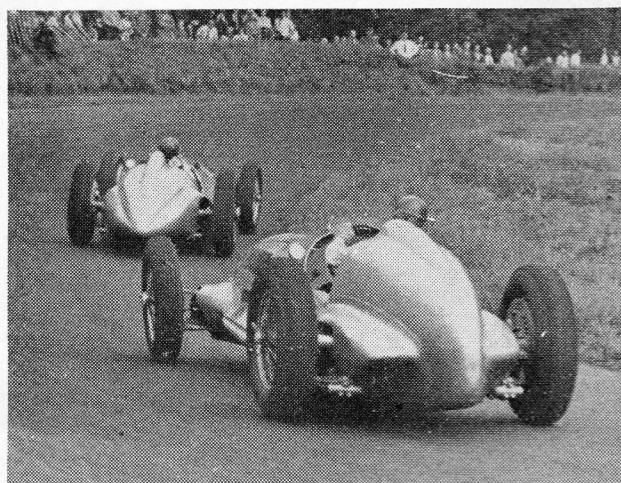
Brown Trophy. Twenty-one teams of three cars each, representing almost every known make of sporting machinery, joined battle round the normal club circuit for possession of this challenge cup for a year, and a team of Aston Martins looked all set to keep it in the home club until a few laps from the end, when trouble struck at Bill Elwell-Smith in L.M.2. This let the very consistent team of T. Entwistle, J. A. P. Trafford and J. Hacking (two M.G.As and a TF) into the lead and, just under three hours after the Le Mans start, Hacking brought their sash over the line for the 140th time and the champagne flowed liberally into their new acquisition.

On 16th August the Six Hours Relay Race, organized by the 750 M.C., took place on the usual special 2½-mile circuit at Silverstone, and a further 21 teams turned out for an event which has become an established classic in the club calendar. In this event, as at Le Mans, it is the clock which stops the race, the

★

SCARCELY "club racing" yet nevertheless one of the highlights of the club year, the demonstration by pre-war Mercedes at Oulton Park was quite unforgettable.

★



winning team being that whose sash has covered the greatest distance in precisely six hours of racing. Teams need not be composed of identical cars or even of cars of the same make, and a very wide variety of machinery is always found in the paddock. To put them on an even footing, handicaps are allotted to teams in the form of credit laps and the mathematical genius of the organizers must be matched by the team manager if he is to maintain any idea of the situation. In the 1958 event the Speedwell Stable team of modified A.35s emerged victorious after a tremendous struggle with a team of Morgan Plus Fours led by Peter Morgan himself. The winning drivers were John Sprinzel, Graham Hill, Len Adams and George Hulbert.

To foster the true spirit of club racing, this magazine has instituted a championship for series-production sports cars. During the 1958 season, points could be gained in 12 qualifying races included in major club meetings at Mallory Park, Silverstone, Goodwood, Snetterton, Brands Hatch and Crystal Palace, one further qualifier being included in the programme for the international meeting at Brands on the 30th August. Finishing in any six of these races qualified the entrant for inclusion in the final race of three hours duration, held at Snetterton on 11th October as the climax and finale of the club season. This race was the only event which provided racing after

dark in Great Britain, starting in daylight and finishing at 7 p.m. Cars had to comply with Appendix "J" regulations of the International Sporting Code and the entry was sub-divided into the appropriate capacity classes, within each of which equal points were awarded; the champion was the driver scoring the highest aggregate of points in six qualifying events and the three-hour final.

The little Turners of 950 c.c. were in a strong position from the outset, since the Sprite was not announced to the public until half the season was past and the Berkeleys could not hope to compete on level terms if the Turners kept going. This they did and, as mentioned earlier, the reigning champion is now Peter Baldam. The Three Hours race itself was won by John Lawry in a Lotus Elite after Ian Walker's sister car and Dick Protheroe's Austin-Healey had given up the ghost. Dick started the season with the avowed intention of winning the championship but fortune

did not smile on him. Despite some setbacks during the period of the qualifying events he came to the Three Hours with second highest points behind the holder Ian Walker and then, just when it seemed that he had overcome the opposition from the Elite and could win the race and the title, a stub-axle broke and away went his chances together with the complete front wheel and brake assembly. He nevertheless got the car round to the pits on three wheels and motored across the line when the maroon went to qualify as a finisher and gain third place in the championship.

First six places in this dramatic end-of-season race were filled by John Lawry (Elite), Michael Bond (Frazer-Nash), K. W. Mackenzie (M.G.A.), Bill Wilks (Frazer-Nash), Pat Fergusson (Elva Courier) and Chris Tooley (M.G.A.). Lawry, Mackenzie and Bond won their classes with John Sprinzel taking the one-litre class in a Sprite. First four in the Championship overall were Peter Baldam and Austen Nurse (Turners), Dick Protheroe (Austin-Healey) and K. W. Mackenzie (M.G.A.), class winners being Barry Gilbert (Turner), Ian Walker (Elite), Peter Gammon (Elva Courier) and Michael Bond (Frazer-Nash). Regulations will shortly be announced for the coming season and we look forward to some more keen competition culminating as in the last two years in the Three Hours at Snetterton in October.

SCENIC SPLENDOR of lakes, wooded slopes and snow-capped peaks—this superb view is at Montreux, in Switzerland, with the Castle of Chillon on the left.

(Photo: J. Allen Cash)



It'll soon be time . . .

to start planning holidays, and here
MARTYN WATKINS makes a few suggestions

WITH an ambient temperature somewhere around the middle thirties, with dismal radio weather forecasts of great banks of snow rolling down upon us, you may find it a trifle difficult just now to believe that in a few months' time you will be packing a suitcase for your annual summer holiday. It's quite possible that you find it difficult even to remember what it was like when it was last warm outside. If you do, no one can blame you.

Nevertheless, you've got to think about where you are going to go, what you are going to do when you get there, and where you are going to stay while you do it during this year's summer holiday. You've got to do these things—not because I'm telling you to, not even because it's too darned cold to work on the car, but because if you don't then someone else will and you'll find all the hotels fully booked when you finally get around to asking them for a room. So let's bank up the fire, place our feet firmly but gently on the mantelpiece and start thinking.

Now, then, where are you going to go? I can't tell you, because that would be rude and unkind, but at least I can make some suggestions. To start with, and to be perfectly serious, you could do a great deal worse than stay in this country. Whatever your rally or business mileage, you can't possibly have seen it all, and there is the tremendous advantage that your holiday is right on your doorstep, so to speak, and you have at the most only a negligible mileage

to cover before you reach your destination. Britain can offer you immense variety with everything from crowded seaside beaches to lonely moors, with just about everything in between.

If your home is too far away from the Great Metropolis, or if business doesn't normally let you loose there, London itself is a very worthwhile place to spend a while. It really is a marvellous place, you know, with the best restaurants, the best shows and all the things that most people want at least once in a while. If

you're interested in good food and the wines to go with it you ought to explore Soho, where you can find a wonderfully cosmopolitan atmosphere. You can see dried octopi hanging over shop doorways, and you can do your shopping in delightful shops where they will sell you absolutely anything: their reaction to being asked for something they haven't got is almost akin to despair, but invariably you can get it from their son round the corner. . . .

Food is easy in Soho: the only real difficulty is to know which restaurant to visit. French, Spanish, Hungarian, Austrian, Indian, Scandinavian—there is a restaurant to supply you with the menu of your choice—and of course there is a Chinese restaurant on every corner.

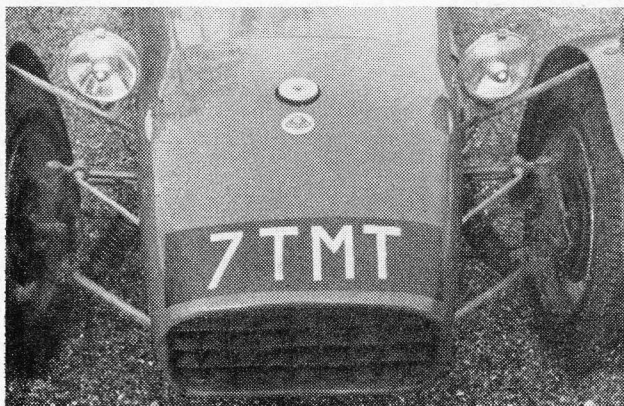
You won't spend all your time eating, so what else is there to do? Well, there is opera, ballet, concerts, theatre entertainment of all kinds from the highbrow to the very, very low, and cinemas all over the place. London is full, too, of history and tradition: you can wander with the ghosts through the Tower of London, you can watch the ceremony of changing the guard, and see the magnificent mounted sentries at Horse Guards Parade. If you like open spaces there are the Royal parks, or you can spend fascinated hours watching the shipping and the busy tide of commerce in the Pool of London.

Perhaps the countryside appeals to you more: what about Kent, Surrey and Sussex, or Oxford and Buckinghamshire? How about a leisurely week spent in a pub among the "dens"—Biddenden, Smarden, Tenterden—and oast-houses of Kent? There are times of the year when Kent takes a great deal of beating, with the orchard-covered slopes and the tree-clad North Downs of the "Garden of England". The eastern half of the county is the land of the Ingoldsby Legends, and there are the Romney

(Continued on page 178)



SETTING OUT: A Sunbeam Rapier is about to board the cross-Channel ferry, at the start of a Continental tour.



★
FRONT SUSPENSION DETAILS:
Telescopic dampers, incorporating helical springs, are used. Drum brakes are standard on this model.
 ★

Specification and Performance Data

Car Tested: Lotus Super Seven sports 2-seater. Price, components £499, power unit £356, bought out £37, total £892, plus extras to choice.

Engine: Four-cylinders 72.4 mm. x 66.6 mm. (1,098 c.c.). Light alloy head and block. Single overhead camshaft driven by straight spur gears and duplex roller chain. Compression ratio 9.8 to 1. 75 b.h.p. at 6,250 r.p.m. Twin SU carburettors. Lucas coil and distributor.

Transmission: Single dry plate clutch. Close-ratio four-speed gearbox with synchromesh on upper three gears and central remote control lever, ratios on test car 4.9, 6.0, 8.2, and 12.2 to 1. Open propeller shaft. Hypoid rear axle.

Chassis: Multi-tubular steel space frame with stressed light alloy shaft tunnel and floor. Independent front suspension by wishbones incorporating torsional anti-roll bar. Rack and pinion steering gear. Live rear axle on twin

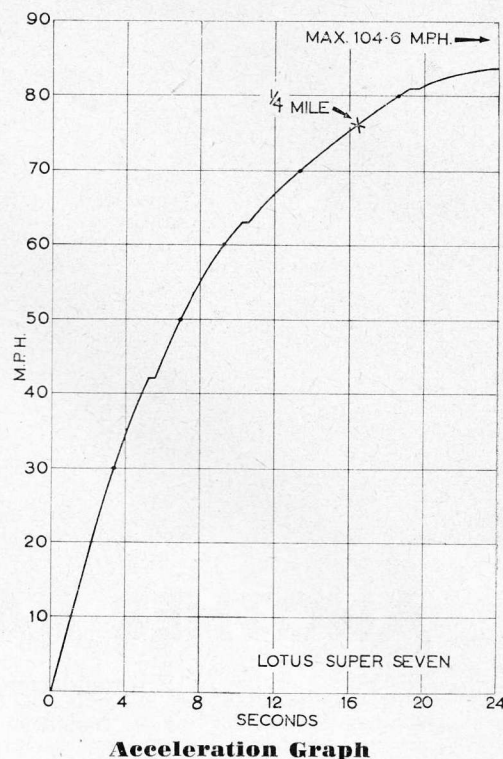
parallel trailing arms and Panhard rod. Suspension by combined helical springs and telescopic damper units all round. Hydraulic brakes with 8 ins. x 1½ ins. drums. Knock-on 15 ins. wire wheels fitted 4.50 ins. front and 5.00 ins. rear tyres.

Equipment: 12-volt lighting and starting. Rev. counter, ammeter, water temperature, and oil pressure gauges.

Dimensions: Wheelbase, 7 ft. 4 ins.; track, 3 ft. 11 ins.; overall length, 10 ft. 3 ins.; width, 4 ft. 5 ins. Weight, 8½ cwt. (approx.).

Performance: Maximum speed 104.6 m.p.h. Speeds in gears: 3rd, 81 m.p.h.; 2nd, 63 m.p.h.; 1st, 42 m.p.h. Standing quarter-mile, 16.4 secs. Acceleration: 0-30 m.p.h., 3.4 secs.; 0-50 m.p.h., 7.0 secs.; 0-60 m.p.h., 9.2 secs.; 0-70 m.p.h., 13.2 secs.; 0-80 m.p.h., 18.4 secs.

Fuel Consumption: 30 m.p.g. (approx.).



Acceleration Graph

gear. The fuel consumption figure on the data panel is only approximate, and I would expect to average 25 m.p.g. at near-racing speeds and 35 m.p.g. under more reasonable conditions. There was, however, no mileage-recording instrument on the test car, so distances could only be worked out from the map.

As a club racing car, the Super Seven excels. It is fast on short circuits, reliable, and easy to tune and service. It handles so well that it will give every opportunity to the less experienced driver to develop along the right lines. Motor racing can never be a cheap sport, but this car is probably as inexpensive a passport to the game as is at present available. I enjoyed my test very much, even in fog, snow, and ice, but please, Colin, can I have the next open Lotus when the weather is a bit warmer? For further particulars of this car, and of the various items of equipment that are available, please write to the makers at 7 Tottenham Lane, Hornsey, N.8.

Lotus Super Seven—continued

only be done on a really long straight when the conditions are ideal. Of course, the car tested had a Brands Hatch axle ratio, and may have been running out of revs. on top gear. The brakes are now excellent, and entirely adequate to the speed of the car; the hand-brake is neither particularly convenient nor powerful.

As a road car, the Super Seven is a lot of fun. One sits well down in it, and the protection given by the extra fabric covers over the body cutaways is considerable, avoiding the usual spray of mud up the sleeve. The screen does tend to become dirty when the roads are wet, but more efficient front mudguards are under development. The small headlamps are adequate for reasonable cruising speeds, and may easily be swivelled or dipped for the negotiation of fog.

AIREDALE AND PENNINE M.C.C.

CONDITIONS were ideal for the 38 competitors who started the annual Pyramid Rally on Sunday, 1st February. The event was run in two sections. Before the lunch halt, the 55-mile route took competitors round the Sowerby Bridge and Ripponden areas, finishing with a short section over a moorland track to the halt near Oxenhope.

Although competitors received full details of the route, except the position of the controls, on receipt of their entries, the morning section proved to be very tight, only two crews, Maurice Grass (Wolseley 4/44) and Dennis Gill (Riley 1.5), managing to complete it clean.

After lunch a 56-mile route took the cars over the Pennines into the Colne area. This was followed by a run back into home ground, with a fairly tight final section of seven miles near Thorn-

ton, passing through Egypt, from which the original Pyramid Rally started, to the final control at Wilsden. This afternoon section was rather easier than the morning one, although most competitors lost a few marks. Most unfortunate was Dennis Gill, who holed the sump of his Riley quite near the end.

All competitors voted this a first rate event, although rather too tight for a number of novices taking part.

The organizers, Barry Law-Green and Roger Kaye, and their helpers deserve praise for a very enjoyable rally in which the organization could not be faulted.

Provisional Results

Best Performance: 1, M. Grass/K. J. Pollard (Wolseley 4/44); 2, B. Chippendale/A. J. de L. Taylor (Ford Squire); 3, G. Chippendale/R. Hudson (Riley 1.5); 4, D. Scanlon/W. Baines (Jaguar 2.4); 5, F. White/S. Smith (Morris Minor 1000). **Team Award:** B. Chippendale and G. Chippendale.

A.C.-BRISTOL WINS "NEIGE ET GLACE"

THE "Neige et Glace" for 1959 took the form of a speed hill-climb. The winning Swiss team Patthey-Soguel, driving an A.C.-Bristol, shattered Claude Storez's 1958 record of 18 mins. 27 secs. with a time of 18 mins. 3.2 secs. Second best time was made by M. and Mme. Rene Trautmann in a special ID19 Citroën, completing the course in 18 mins. 15.3 secs. In third place was Balas in a Denzel.

ALEXANDER ENGINEERING, of Haddenham, Bucks, are importing a German-made electrical rev-counter, of the type fitted as standard by Porsche and Mercedes. No mechanical drive is required, electrical impulses from the ignition system being used to deflect the pointer of a meter. There are thus no rotating parts. Cost £19 10s.

BEST BRITISH: *Ronnie Adams (Sunbeam) who, with Ernie McMillen, was highest-placed British entrant, fifth in general classification and winner of the Stockholm starting control award. He wins the Stuart Trophy for keeps.*

"Did Regie Renault's competition advisers believe that the entire system including secret controls made it far too chancey to risk the reputation established in 1958? Did they consider that failure in the 1959 event would tend to jeopardize the immense publicity build-up of the preceding year?"

In the Paris bars before the start of the Rally, it was quite openly stated that Renault's withdrawal was a policy move, and that the methods of timing the classification sections were not entirely acceptable to the competition side of the Regie. In other words, it tends to support the belief that Renault were suspicious that others would take advan-

ANOTHER RALLY of the STOP-WATCHES

Unsatisfactory Secret Control System Causes Discontent in "Monte"
— Mystery of Renault Withdrawal — A Tyre Lesson Learned

WITHOUT in any way detracting from private owner Paul Coltelloni's magnificent victory with his ID19 Citroën in the 28th Monte Carlo Rally, it is felt that the methods of timing in both Chambéry-Monaco, and the Final Classification tests, are so open to abuse as to cause real concern. No matter how many precautions are taken by the organizers, the positions of controls become speedily known, and unscrupulous people are quick to take advantage of this knowledge and will do their utmost to impart information to friends who may have a good chance of carrying off major awards.

As both competitor and journalist, I feel perfectly justified in stating quite categorically that unfair methods were adopted in imparting information to certain competitors in the "Mountains" test. Several cars bearing rally plates and numbers were driven round the opposite way of the circuit, and were able to spot the situation of vital controls. As the Swiss entrants Ziegler and Gretener will confirm, their Sunbeam was halted by a group of people, but hurriedly waved on when it was discovered that they were not driving the marque which the people obviously supported. It was more than coincidence that a passage control was situated a few kilometres farther on. Both Brian McCaldin and I met many cars travelling in the opposite direction, patently looking out for approaching competitors.

Although the organizers do everything within their power to ensure that timing methods are as efficient as possible, it is quite impossible to guard against the tricks adopted by the unsporting fraternity, who, I am glad to say, are considerably in the minority, but do, in fact, exist. It is true to say that not a few team managers of factory entered machines were dismayed to learn from crews the sharp practices which were being carried out. In point of fact, the whole thing brings into sharp relief the sudden decision of Regie Renault to withdraw their factory cars, on the rather

lame excuse that they were primarily required for the relatively unimportant Ivory Coast Rally in Africa. To a nationally supported concern such as Renault, the cost of flying the cars from Monaco via any of the South of France airports could not have been prohibitive. After all, they had profited immensely

By
GREGOR GRANT

from the 1958 victory, and a repeat would have been even more satisfactory from a sales point of view.

The whole affair raises the question:

tage of the drawbacks of the system, and that they themselves would be taking part in a great gamble.

One important lesson was learned from the rally, and that was the need for further experimentation with steel-studded tyres. Punctures were numerous, and were caused primarily by fast motoring on fairly good surfaces, after traversing conditions of snow and ice. Crews were reluctant to stop and change wheels, and risk possible encounters with more snow and ice. In consequence, the studs overheated causing eventual penetration of the inner casing and the inevitable puncture. Undoubtedly these studded tyres add tremendously to safety on snow and ice, but in several cases cars went off the road following the puncture of a tyre.



ROYAL OCCASION: *Their Royal Highnesses, Prince Rainier and Princess Grace of Monaco, presenting Coltelloni and Alexandre (Citroën) with the premier award at the prize-giving ceremony in front of the Palace of Monaco.*

The question of chains is also one that puzzles many crews. The majority of rallymen will fit chains only as a last resort. I made the mistake of not fitting them to the Sunbeam before the start of the Mont Genevre climb, and after I realized that they would be of great advantage during the fierce blizzard and on the ice-covered slopes, there was no place where it would have been practical to stop and change the wheels. Consequently my speed downhill was greatly reduced, and it was a struggle to maintain the average to the Gap control.

I will, in a future issue of AUTOSPORT, write the intriguing story of the Warsaw start. The factory-prepared Sunbeam Rapier never gave a moment's anxiety, and ran like clockwork from the moment we left Southend for Ostend. I read in another journal that we had brake troubles at Slubice, but this was completely wrong. What actually happened was that the Jopp/Lipstone/Emery Wolseley lost its brake fluid owing to a loose pipe union, and we were able to supply them with fluid.



RUNNERS-UP: (Above) André Thomas and Jean Delliére with their Simca Aronde.

COUPE DES DAMES: (Left) Pat Moss and Ann Wisdom with their Austin A40 at the prize-giving. They also won the R.A.C. Trophy.



crew were unlucky enough to become embedded in a snowdrift on Mont Genevre. The same was true of Lord Montagu, who went with Bobbie Glenton and Ian Titterton; he, too, had to do his share of spade work!

Although the Vespas did not get to Monaco within the hour delay, these little machines were extremely impressive, and few could look at them going downhill on the ice. That also applies to the NSU Prinz, a car which really shook the larger car crews. Don and Elsa Bennett did remarkably well to be classified with the little Fairthorpe Electron Minor, but one felt sorry for John Patten, whose Berkeley was delayed by that most irritating of all rally troubles, a broken throttle (Continued on page 176)

I must say that Brian McCaldin is a first-class rally driver in every way, and inspires the utmost confidence. The penalty marks incurred in the final test were no fault of his, as sheer fatigue must have caused me to take a wrong route and then have to exceed the average to get to the control in reasonable time. At any rate, we were both delighted to be classified as finishers, well within the time limits, particularly after that very exhausting drive over continual snow and ice from the Polish capital. The people who prepared the Rapier at Ryton-on-Dunsmore deserve the highest possible praise. All instruments were calibrated carefully; the demisting and defrosting equipment was beyond criticism, and that engine never missed a beat for the entire trip. Owing to some error, we started off with headlamps that dipped the wrong way, and it wasn't until Augsburg that we were able to obtain Continental-type bulbs from the "Rootes umbrella".

Our happiest moments of the rally were meeting the Rapier of Courtenay Edwards and which had the winner of the *Daily Mail* competition as third man. His enthusiasm was tremendous, and no one dug harder than he did when the



"AUTOSPORT" TROPHY WINNERS—George Parkes and George Howarth. They were also members of the victorious Jaguar team, and made best performance from Glasgow.

GOING UP: The 3.4 Jaguar of George Parkes and Geoffrey Howarth breasts a rise while passing through La Turbie, under the eye of an interested spectator.

glance at the timing-clocks, let alone to put in their own cards, as the regulations directed. But undoubtedly the most bitterness was caused by a reluctance to reveal the whereabouts of secret checks and so let crews know exactly how and where they lost marks. For all serious competitors, who are nowadays the majority, and particularly for the "works" sponsored crews, without whom there would probably be no Monte, this information is vital, for they must know where they went wrong and how to plan for next year.

The plain truth is that M. Taffe and his men gambled on the weather, and when that gamble failed—by a very narrow margin, it is true—they had to fall back on the most unsatisfactory of all ways of finding the winners—secret checks, nowa-

THE Great Winter Gamble is over. The magicians of the Press, the Radio and the TV, who for too long have made too many believe that an indifferently organized event is *the* supreme test of a rally car and crew, have turned their attention to more topical matters. Monte Carlo's nightclubs, bars and casino no longer resound with hard luck stories and cries, in most European languages, of "We wuz robbed"—and never were they louder than in 1959. What remains for sober consideration? An uneasy suspicion, openly voiced by the more disgruntled but secretly felt by many, that the results were not completely satisfactory and the nagging certainty that yet once more the long, tough haul to Monte counted for absolutely nothing because the rally was won by hit-and-miss guessing at secret checks over a very short portion of the total route.

For this dissatisfaction the A.C. de Monte Carlo have only themselves to blame. An allegedly top-class organization should never have allowed crews to go out on the final test without knowing (as distinct from guessing) how their penalty marks stood and then take another 30 hours to produce results which had to be amended twice within the next 24 hours. The inadequate excuse was that the machines used took a long time, but would make no errors. That did not hold good. Some of the sheets gave ludicrous results, e.g., a crew travelling

JOHN GOTT'S VIEWS

Many crews dissatisfied with the standard of organization

from Corenc to Monestier in zero time and another arriving at St. Auban before they had left the previous control at Roquesteron. At least one set of results had to be amended because the penalties of a touring car travelling in close company with a G.T. car were calculated on G.T. times.

Mistakes of this sort are bound to give rise to doubts as to the accuracy of the results, but one must admire the honesty and fairmindedness of M. Taffe and his men in putting them right. Nor should the machines be blamed; the fault lay in feeding wrong information into them. BUT—in a supposedly top rally that sort of thing shouldn't happen.

Equally infuriating was the refusal of certain officials to permit crews even a

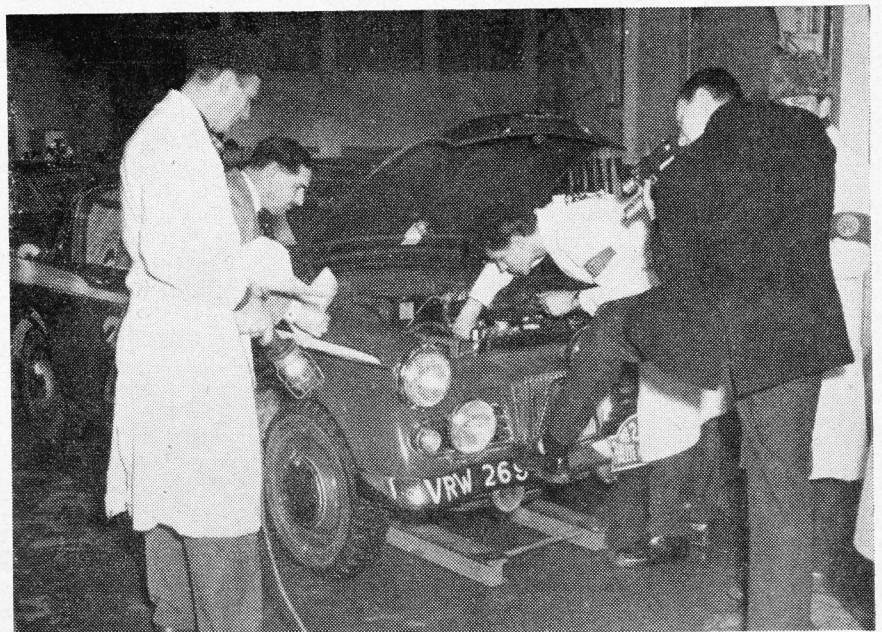
days not used for this purpose in any other classic rally.

In effect, the 28th Monte was decided on secret checks in a final Classification Test, i.e., over only 270 of the total 2,400 miles. The starting-point, to the selection of which so much thought was given and on which so much money was unnecessarily spent, had no bearing at all on the results. For the record, seven of the first 10 cars (including the first four) and five of the eight class winners started from Paris and Glasgow, regarded as being on paper the most difficult of all and, for that reason, shunned by crews who aimed at a high placing.

It was a great pity that the final test was all that mattered, for the run to Monte was by no means easy. Three hundred and twenty-two crews started,



TRELLEBORG TYRES (above) were fitted to the Lindner/Walter 3.4 Jaguar. Ronnie Adams (second from left) watches the scrutineering of his Sunbeam (right) at Stockholm. He finished fifth—highest placed British finisher.



220 arrived at Monte, of whom 184 were classified and eligible for the Mountain Circuit. Only 168 of these felt fit enough to undertake the test, which represents a ratio of 52 per cent. of the starters. Amongst these were only five "clean" crews (according to one set of results), which did not include the eventual winners, or any British drivers, and the highest placed of whom finally finished sixth, these being the Swedes, Bengtsson/Lohmander on a fully modded Volvo.

For the classification test skill with a stop-watch was more important than skill with a steering wheel. To do each section on time was not unduly difficult, even with a small car, for each ended with a reasonably fast, and some with a very fast, run-in. Constant checking and adjustments of speed were, however, necessary to cope with the threats of secret checks. It was here that the Citroëns scored, for with their superb suspension, roadholding and comfort it is difficult to think of a better navigational table. Paul Coltelloni indeed attributed much of his success to having a three-man crew to cope with the tricky time-keeping. However, if the names of Coltelloni and Alexandre are unfamiliar to British students of rally form, as



bulletins are handed out at regular intervals. What M. Garot can do should not be beyond M. Taffe to copy.

The A.C. de Monaco would do well to remember that it was the Press which built up interest in their rally and the manufacturers of Europe who keep it going with their support, either direct or indirect. To refuse the one detailed information in reasonable time and to give the others the impression that what is really required to win the Monte is not reliable performance for 2,500 miles but brilliant stop-watch-cum-crystal-ball gazing over approximately an eighth of the route is to alienate two main props of the event. Is it a straw in the wind that France's leading rallymen were not in this year's entry list and that France's leading competition car was withdrawn on a very flimsy pretext, whilst the B.M.C. entry was cut to four cars?

The Monte has the greatest of all traditions of struggle, but struggle against the elements and an unrelentingly tight time-schedule, not a struggle against secret checks.

Is it too much to hope that 1960 will see an event worthy of that tradition?



★
FIRST OFF (above) from Glasgow was the Dr. A. Mitchell/A. Roberts Wolseley. Note the large crowd and the galaxy of lamps. There are no less than nine on the front of the car.

THE GESTAPO (left). A secret check in action on the Col de Turini.

"Capravesnes" and "Alec" they have had many successes in France, including last year almost reaching Monte from Paris before being involved in a stupid accident some 50 miles from L'Arrivée. The winning Citroën crew were clearly the masters of the section that really counted, although they snatched their well-deserved victory by just 22 seconds from the runners-up, Thomas/Delliere (Simca).

The 28th Monte was a fairly good event, which could have been great if more imagination had been given to the Mountain Circuit and if the organization had not been so slow and inaccurate. The best-run and toughest of all rallies, Liège-Rome-Liège, has no protests and few secret checks, except to pay bare lip-service to regulations; the position of these is given to all competitors, whose time of passage is posted up for all to see within two hours of the last crew passing through each control; on demand each competitor can see the time-sheets and, in addition, hear his time of passage through timing points played back to him on tape. Further, accurate press

★
OLD HANDS: Maurice Gatsonides and Marcel Becquart make their way through the snow in their TR3. They failed to finish.





MANOEUVRABILITY TEST (Above) Ferreira Duarte making best time with his Mercedes 300SL. (Right) Jacques Blaret negotiates the pylon in his A.C. Ace, with the Principality of Monaco forming a picturesque back-drop.

Rally of the Stop-Watches—continued

control. One of the little German Lloyds was also classified, but strangely enough, not one of the half-dozen Borgwards appeared in the list. Actually, Auto-Union-DKW easily did best of the German cars, with 12 finishers out of 20, and several awards.

Of the French entries, Citroën had 13 out of 23, which seems to indicate that the suspension of these unorthodox machines produces less fatigue for the crew than other makes. Of the British contingent, Ford did extremely well to have 12 classified out of 22.

On paper, the Warsaw start was easily the most difficult, only four out of the 22 starters being classified—a figure of 18 per cent. Next was Lisbon with 30 per cent., and so on till Athens with 56 per cent. The Warsaw debacle was undoubtedly due to the fatigue caused by the constant driving on snow and ice, in both Poland and in the Eastern and Western sectors of Germany. This required concentration of a high order, and was bound to take its toll in the later stages. Road dangers in Poland were considerable, due to unlit carts, cyclists and pedestrians walking in the middle of icy roads. However, it was almost impossible to take the wrong route, owing to magnificent sign-posting by the Polish Automobile Club.

Ronnie Adams (Sunbeam), in making best British performance for the third time, carried off the Stuart Trophy for good. The privately owned 3.4 Jaguars of Parkes/Howarth, Walton/Martin and Brinkman/Cuff did a magnificent job in carrying off the Charles Faroux Trophy for nominated teams, although Fords ran them fairly close despite that speed penalty in Germany.

All are agreed that the performance of Pat Moss and Ann Wisdom with the Farina A40 Austin was magnificent. Not only did they win the Coupe des Dames, but were 10th in general classification. They must have blessed that re-routing near Gerardmer, which gave them time to have a cracked inlet manifold repaired. This would have presented a pretty problem had the route over Ballon d'Aldace been open.

Another very fine performance was that of John Sprinzel and Willie Cave, who took "ex aequo" 14th place with their Austin-Healey Sprite, and were

third in the G.T. 1,300 c.c. category, in which Tommy Wisdom and Doug Johns came fifth—also in a Sprite.

Highest-placed of the Standard-Triumph contingent was the Standard Ten of "Tiny" Lewis/Nash (25th). Triumphs did not have a happy rally, the fancied Gatso/Becquart machine suffering from various troubles, and losing much time on the classification test; Keith Ballisat/Alain Bertaud hit a wall during the final stages of the test; Johnny Wallwork/Tony Beaumont covered nearly half the distance on three cylinders after a head gasket blew; Ron Gouldbourn/Stam Turner lost many marks in the test, whilst the Army team all fell by the wayside. Incidentally, in the driving test after the rally, Chris Brasher looked strangely like Ron Gouldbourn.

However, Gatso's superbly equipped TR3 gained the Prix d'Honneur in the Concours de Confort, which was some measure of compensation to Ken Richardson and his men who had spent many weary hours preparing cars for the event.

Incidentally, one British entrant did qualify from The Hague; this was Karl Richardson (Ford), who, accompanied by his wife, finished 85th.

George Parkes became the fourth holder of the AUTOSPORT Monte Carlo Rally Trophy, the other being Gerry Burgess (Ford), Ian Sutherland (Riley) and Cyril Corbishley (Standard).

Vauxhalls should be pleased with Bill Banks and Gerry Dunham, who took the Cresta into 50th place; Eric Jackson and Baguley, after sundry adventures, finished 91st. The cars perform admirably on ice, and crews reported a most comfortable ride.

Probably the most disappointed men in the rally were Peter Harper and Jimmy Ray, whose Sunbeam dropped into a crevice covered by deep snow when they drew in to let Gatso's TR3 past. Quite a number of crews had this experience of roads that weren't there, including Paul Emery who became firmly embedded in a deep drift with the George Jopp/Cyril Lipstone Wolseley.

All in all it was a most interesting, if fatiguing event. The usual festivities at the end were somewhat subdued owing to the tragic news of Mike Hawthorn's accident, which affected everyone.



Coming across from Boulogne, many of us felt strangely sad that the old *Dinard* was making what was probably its last cross-Channel run. She has always been a happy little ship, and would that someone could raise the £30,000 for her purchase, fit new boilers, and allow her to continue as before. The later steamers may have much more space, and many more facilities, but it will be difficult to recreate the atmosphere that one always felt on that grand little ship.

HOW THE MAKES FARED

(Completing Classification Test within Time Limit)

Great Britain			
Make	No.	Finished	
A.C. ...	3	1	
Aston Martin ...	5	1	
Berkeley ...	1	0	
Austin-Healey ...	4	2	
Austin ...	14	2	
Fairthorpe ...	1	1	
Ford ...	22	12	
Hillman ...	1	0	
Jaguar ...	21	8	
M.G. ...	3	0	
Morris ...	6	0	
Riley ...	6	3	
Singer ...	2	0	
Standard ...	4	2	
Sunbeam ...	16	5	
Triumph ...	12	5	
Vauxhall ...	4	2	
Wolseley ...	2	0	
	127	44	



GRAND PRIX DE CONFORT: Courtenay Edwards and John Sprinzel have a word with Maurice Gatsonides, whose Triumph TR3 won the premier award in the Concours de Confort.

U.S.A.			
Make	No.	Finished	
Studebaker ...	1	0	
Thunderbird ...	1	0	
	2	0	
Spain			
SEAT ...	1	0	
	1	0	
Austria			
Denzel ...	1	1	
	1	1	
Czechoslovakia			
Skoda ...	6	1	
	6	1	

THE STARTING CONTROLS

Place	No. of Starters	Finished	Percentage
Athens ...	16	9	56
Rome ...	10	5	50
Stockholm ...	86	37	43
Paris ...	50	20	40
Glasgow ...	58	19	33
Munich ...	18	8	33
The Hague ...	19	6	31
Lisbon ...	43	13	30
Warsaw ...	22	4	18
	322	119	37

GENERAL CLASSIFICATION

(The following did not complete the classification test but arrived at Monaco within the hour and, according to the regulations, qualify for classification)

120. Spiuth/Anzil (Volvo).
121. Oreiller/Mascro (Citroën ID19) and "De Fursac"/Gele (DKW Auto Union).
123. Cornu/Thuner (Triumph).
124. Burnet/Crawford (Jaguar).
125. Wessblad/Westerlunch (Volvo).
126. Estager/Dujonquoy (DKW Auto-Union).
127. Perkins/Cusak (Porsche).
128. Morin/Labet (Citroën).
129. Grounds/Hay (Austin).
130. Berger/Calame (Porsche).
131. Lafabrie/Le Bayon (Citroën); Flewitt/Roberts (Jaguar); Evans/Stephens (Sunbeam); and Gjolberg/Karlan (Skoda).
135. Klinck/Tausendfund (Borgward).
136. Syberg/Petersen (Volvo).
137. Wood/Procter (Sunbeam); and Felder/Bender (BMW).
139. Taylor/Tracey (Austin); Kalkuhl/Kierdorf (Borgward); Jean/Arnould (Simca); and Brasher/Wrangham (Triumph).
143. Vard/Jolley (Simca).
144. Bootz/Swaab (DKW Auto Union).
145. Fischer/Reidl (SAAB).
146. Mattila/Kanerva (Renault Dauphine).
147. Gott/Brookes (M.G.).
148. Von Zeditz/Diener (Jaguar).
149. Klinken/Socher (Volkswagen).
150. Freese/Muller (Lloyd); Moch/Grafenhorst (Volkswagen); and Prydz/Narvernd (Skoda).

153. Mather/Hall (Morris); and Burman/Sjolander (Mercedes).
155. De Schutter/Hendrixx (DKW Auto Union); and Aitken/Elias (Porsche).
157. Key/Stokes (Austin).
158. Sims/Ambrose (Aston Martin); and De Bourbon Parme/Petersen (Lloyd).
160. Worms/Spillmann (Peugeot 403); and Dimmock/McLeod (Ford).
162. Battu and Mme. (Alfa Giulietta).
163. Weiner/Jablonski (Simca).
164. Chavy/Leguezec (Vespa).
165. Otto/Hanf (AWE).
166. Sobanski/Sochacki (Simca).
167. Glenton/Titterington (Ford)
168. Jager/Moller (AWE).
169. Swahn/Garpo (Volvo).
170. Nielsson/Jorgensen (Austin); and Andersen/Schljolberg (Volvo).
172. Griffiths/Blockley (Sunbeam).
173. Delling/Linniham (Volvo).
174. Waak/Bobbertin (Skoda).
175. Haddon/Norman (Jaguar).
176. Pontier/Serre (Panhard).
177. Jaminon/Capra (Renault Dauphine).
178. Querard/Gentil (Citroën ID19).
179. Schuh/Borgward (Lloyd).
180. "Jean-Luc"/Heu (Citroën).
181. Weider/Nystrom (Volvo).
182. Hemmingsson/Brattlof (Volvo).
183. Mulders/Gorris (BMW).
184. Olamo/Wetterstrand (Mercedes).

STARTING CONTROL PLACES

Glasgow
1, Parkes/Howarth (Jaguar); 2, Walton/Martin (Jaguar); 3, Uren/Walker (Ford); 4, Lewis/Nash (Standard).

Paris
1, Coltelloni/Alexandre (Citroën); 2, Thomas/Delliere (Simca); 3, Surles/Piniars (Panhard-DB); 4, Pat Moss/Ann Wisdom (Austin).

Stockholm
1, Adams/McMillen (Sunbeam); 2, Bengston/Lohmander (Volvo); 3, **Bueb/Scott (Sunbeam);** 4, Martenson/Bengston (Volvo).

Lisbon
1, Gacon/Buchet (Porsche); 2, Blavet/Armagnac (A.C. Aceca); 3, Kolwes/Lautmann (Volvo); 4, Ziegler/Gretnere (Sunbeam).

The Hague
1, Eikelmann/Wenger (DKW); 2, Tak/Boer (Mercedes); 3, Huisman/Polder (Volvo); 4, Wormbold/Gornoll (DKW).

Munich
1, Klinken/Socher (Volkswagen); 2, Schock/Moll (Mercedes); 3, Meyrat/Meyer (DKW); 4, Lang/Selinger (Volvo).

Warsaw
1, Levy/Vomfell (DKW); 2, Pretre/Berney (Porsche); 3, Auriocombe/Esturac (Citroën); 4, **Grant/McCaldin (Sunbeam).**

Athens
1, Grosgeat/Biagni (DKW); 2, Trautmann/Richard (Citroën); 3, Capelli/Villoresi (Fiat); 4, Lucienbonnet/Cappa (Alfa Romeo).

Rome
1, Peyret/Marion (Citroën); 2, Bartolini/Bartolini (Alfa Romeo); 3, Fontagaland/Matras (Alfa Romeo); 4, Fabre/Marceau (Alfa Romeo).

France			
Make	No.	Finished	
Citroën ...	23	13	
Panhard-DB ...	6	1	
Panhard ...	3	3	
Peugeot ...	6	2	
Renault ...	15	4	
Simca ...	16	3	
Vespa ...	3	0	
	72	26	

Germany			
Auto Union (DKW) ...	20	12	
Borgward ...	6	0	
AWE (E. Germany) ...	2	0	
BMW ...	2	0	
Goliath ...	1	0	
Opel ...	1	0	
NSU ...	8	2	
Lloyd ...	4	1	
Mercedes-Benz ...	5	2	
Porsche ...	10	5	
Taurus (Ford) ...	1	0	
	60	22	

Sweden			
SAAB ...	7	3	
Volvo ...	23	13	
	30	16	

Italy			
Alfa Romeo ...	15	6	
Fiat ...	4	1	
	19	7	

SWITZERLAND—and from a viewpoint which seems almost sub-tropical, a girl in picturesque national costume looks out to the town across the lake

is going to be a long way away, and therefore you should have the car thoroughly serviced and checked over before you leave. If you're doing the job yourself, pay particular attention to the tyres, the brakes and the electrical equipment. So far as spare parts are concerned, bear in mind that most car manufacturers can supply an emergency kit, full of the things that they know from experience are most likely to fall off. These are quite expensive, but you get your money back on anything you don't use.

What about documents? Well, you'll need a passport, of course, and you will also have to have something called an "International Motor Insurance Certificate", which is usually referred to as a green card. You'll want a "GB" plate and, possibly, an international driving licence. By far the easiest way to sort all these things out is to ask the A.A. or the R.A.C. to do it for you, and for a reasonable charge—about £3—they will look after everything for you and provide you with the "GB" plate as well.

Now then, that's all sorted out, so where are you going for those two weeks of wild adventure? I'm sure you can be more original than the Joneses—anyway, they will probably be going to Timbuktu as usual. How do you like the idea of going to Scandinavia?

In Denmark there is, of course, Copenhagen—Danny Kaye said it was wonderful and he was quite right, even if he did pronounce it wrongly. The city itself is fascinating and full of unexpected surprises. There is the Tivoli, the largest amusement park in Europe, and so much more than an amusement park. The country as a whole boasts good roads and a wide variety of scenery, although the countryside tends to be a little on the flat side. You can visit Hans Andersen's part of the country, and you can go and see Elsinore Castle—Hamlet's Castle to you. The food in Denmark is good and well cooked, and Danish pastry is the finest in the world. The Danes are especially famous for

Holidays—continued

Marshes, with their unique appeal. If you're a cricket fan, what about Canterbury? And pay a visit to Sevenoaks while you're about it, and have a look at one of the country's oldest cricket grounds.

Sussex and its Downs and rich, deep voices has a charm of its own, too, while Surrey, with its pines and attractive villages, can be more than pleasant. On the other side of London you'll find Hertfordshire, a county of small things, full of tiny lanes and places with delightfully improbable names.

Totally different is the appeal of East Anglia, the land of the Norfolk Broads, the Lincolnshire Wolds and Fens, with a curious but definite attraction. Then, too, there is mellow Suffolk, full of names like Long Melford and Sudbury—sleepy names that roll off the tongue. Suffolk is a lovely part of the world—Constable country, and if you go and have a look at Flatford Mill, for example, you'll see his point of view.

Supposing you go to the West Country? You can choose between the grand countryside of the moors, where salmon leap high out of rivers and clear, tumbling streams and the red deer roam, and somnolent, half-forgotten places like Appledore. Then there are the oddities like Clovelly, where the High Street goes down to the harbour in steps—your car can't carry you here. There is Cheddar, with its Gorge and its caves; resorts there are all over the West Country. There is Cornwall, a county apart with a slightly foreign air, full of little villages where you can, if you like that sort of thing, go out in a boat and catch sharks.

If you go north, there is Yorkshire, where marvellous rally-type roads weave their tortuous way among the slopes and crags of the sternly grand moors. You can butt into Brontë country at Haworth and find that your car seems woefully out of place in this part of the country, where you can find a waterfall round every corner. You can find, too, the most marvellous pubs, where they will provide you with ham and eggs that will

blunt the keenest appetite the moors can give you. There are the Lakes and Peaks, too—Derbyshire, and the dales and heights of the Pennines and the impressive beauty of Dovedale. The Lake District can offer you magnificent sheets of water, like Buttermere, Grasmere, and Ullswater—even the names sound nice. If you like your motoring rugged, there are the passes—rugged country indeed, where they hunt on foot behind packs of incredibly tough Lakeland terriers. John Peel country, this.

So far we've confined ourselves to England—but don't forget Scotland, or the Welsh mountains, and don't forget, either, the delights of Ireland—not far away.

Perhaps, though, you're satisfied with what we can offer you at home and you want to go abroad. Perhaps you're one of those curious people who don't feel that they've been on holiday unless they've crossed the Channel. What have we got to offer you abroad?

In the first place, we can offer you some advice. If you're going abroad with your motor car, don't forget that the little garage man round the corner

YOUNG PEOPLE in the national dress of Austria gaze at the impressive height of Grosser Ahornbaden, near Karwendel.

(Photo: Robert Löb)



VIEWED from the hills above the Swiss town of Locarno, the distant heights are mirrored in the smooth waters of the placid lake.

their "smørrebrød", a sort of open sandwich. If you want motor-racing while you're on holiday, the Roskilde Ring, near Copenhagen, is becoming a well-known circuit, and many British drivers compete there regularly. Full information on touring here will be gladly supplied by the **National Travel Association of Denmark, 71-72 Piccadilly, W.1.**

Then there's Norway—the land of the midnight sun. In spite of this, however, don't run away with the idea that the country is like the Arctic, for generally speaking, summer temperatures are much the same as ours. Main road surfaces are good, but in the mountainous districts both surfaces and gradients may leave quite a lot to be desired. Norway is an impressive country, full of Viking tradition. It is, too, full of immense scenic beauty, with fjords and mountainous country that match anything the world has to offer. A guide book, *Motoring in Norway*, maps and other information can be obtained from **Norway Travel Association, 20 Pall Mall, S.W.1.**

In Sweden you drive on the left of the road as you do here—or at least, as some people do here. Roads themselves are first-class in the south, but farther north gravel surfaces predominate. Stockholm is a beautiful city, well worth spending a great deal of time in, and with its many waterways has earned for itself the title "Venice of the North". The rest of the country is one of smiling lakes and picturesque villages, while the connoisseur of good food will make a great many new discoveries. Of particular interest is "smorgasbord", a name covering a variety of *hors d'œuvre* dishes which can be guaranteed to tickle the most jaded palate. The **Swedish National Travel Association, 52-53 Conduit Street, W.1.**, will be pleased to help you on touring here.

For the motor-racing fan, there are the Swedish international sports car races every year at Karlskoga.



That's Scandinavia. If that's not your fancy, let's have a look at the more usual European tourist grounds: take Austria and Germany, for example.

Austria has Vienna, famous for its culture (horrid word), its hotels, its restaurants and its shops. Austria has the lakes and the mountains and good roads; it has superb scenery and, for the party-minded, it has a great many festivals, with all that that implies, which are celebrated each year. The Austrian has a strong sense of tradition, and he has a good palate, too—his national cuisine is varied and excellent: Austrian dishes, even if they are not necessarily Austrian in origin, are well known all over the world. Veal is the main dish, especially in the form of "Wiener Schnitzel"; the wines are usually dry, although some very good sweet ones are produced. More detailed information can be had from the **Austrian State Tourist Department, 219 Regent Street, W.1.**

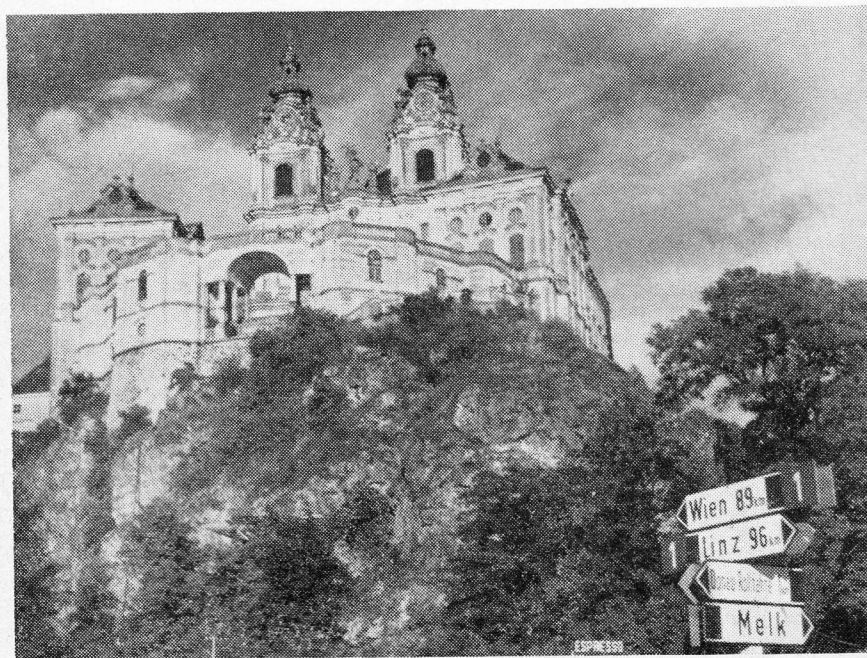
In Germany, place-to-place travel is made easy for the motorist by the *auto-bahns*, and these superb motor roads often pass through delightful country-

side. Apart from this, however, there is a great deal to be found in Germany, ranging from the Rhineland, with its fairy-tale castles, the Moselle country and its vineyards to the superb scenery of the Black Forest region. Then there are the fascinating old university towns like Heidelberg, and the festivals in Munich. So far as the inner man is concerned, Germany is famous for its sausages, and a wide variety of these—to please all tastes—can be had, while the Rhenish wine will need no introduction. The address of the **German Tourist Information Bureau is 6 Vigo Street, W.1.**

So far as motor racing is concerned—well, you have the Nürburgring, and what more do you want? You can phase your holiday to coincide with the 1,000 Kilometres sports car race, or the German Grand Prix: just lately the green cars in both fields have been busy making a very fine reputation on the tortuous 'Ring.

France, of course, has always been a favourite touring ground for the British motorist—in spite of the quality and price of the fuel. However, an easement in price is available to tourists and providing you don't have too high a compression ratio the quality won't worry you seriously. There are, as you no doubt well know, some first-class motor roads in France, permitting the maintenance of high average speeds—but there are other roads with very poor surfaces. It is a varied country, ranging from the industrial north to the near-Paradise resorts of the south, while the dunes of "Les Landes" contrast with the pine woods and vineyards of the Vosges. To many, Paris is the first city in Europe, while the preparation of good food is still a national preoccupation. France is especially proud of her chateaux and the beautiful gardens and parks in which they stand, and many of these are open to the public as are many of our own "stately homes". All the help you need will be supplied by the **French Government Tourist Office, 178-180 Piccadilly, W.1.**

Motor-racing? France is the home of the Grand Prix, and there are first-class



IMPRESSIVE sentinel on its craggy outpost is Melk Monastery, overlooking the River Danube in Austria.

(Photo: Reg Butler)

circuits for all forms of racing at Monthéry, on the outskirts of Paris, at Clermont-Ferrand, at Rheims and at Rouen, apart from the Le Mans classic.

Next door to France, both on the map and as a popular place to go with a motor-car, is Belgium—the crossroads of Europe. Here, the best touring ground is probably among the forests and moorlands of the Ardennes, with perhaps Liège as a centre. Brussels, scene of the ingress of millions of people from all over the world just lately for the Brussels Exhibition, can provide gaiety in very large quantities, and a good deal of very fine architecture. As a matter of interest, the Belgians are great trenchermen, and their food is generally heavier than the French dishes. Nevertheless it is very good, and you should not miss the national dishes like rabbit with prunes, and meat braised in beer. Full tourist information can be obtained from the **Belgian National Tourist Office, 167 Regent Street, W.1.**

Holland is another country within easy reach and well worth a visit. It is a country of great cleanliness and neatness, and waterways, many of them the famous canals, cover no less than a fifth of the country. Although the country is flat, it is by no means dull and the Zuider Zee area in particular yields fascinating fishing villages, such as Harlingen, where the houses cluster round the harbour.

Holland, of course, is the land of the tulip—the bulbs as well as the rally—and the country is ablaze with colour in tulip time, when these flowers, as well as narcissi and hyacinths, burst forth in a riot of blooms. Food is simpler here than is usually the case on the Continent, and—naturally enough, fish forms a large part of the national menu. Incidentally, Dutch beer is very good! It is a delightful country, and the **Netherlands National Tourist Office (A.N.V.V.), 38 Hyde Park Gate, S.W.7**, will gladly tell you more about it.

Let us move south again, now, and have a look at one or two places farther afield than simply across the North Sea or the English Channel. Take Italy, for instance, growing almost yearly in popularity as a touring centre. There are good, fast motor-roads, fascinating country and, of course, the place has sunshine! There is almost no end to the things you can see and do in Italy, from the art centres of Tuscany, like Florence and Siena, to the resorts of the Italian Riviera, such as San Remo. Rome is a touring ground on its own, there are the Dolomites and the historic province of Lombardy, while Venice scarcely needs a description.

The basic national food of Italy is pasta, which we know here in the form of macaroni, ravioli, vermicelli and spaghetti. Many of the local wines are very good—and you can always use the empty Chianti bottles for making table-lamps!

Italy, of course, is the home of the Ferrari and Maserati, of Alfa Romeo, of Fiat and Lancia. There is Monza, too, which must almost be a sort of Mecca for the racing enthusiast. The place to write to for more information is the **Italian State Tourist Office (E.N.I.T.), 201 Regent Street, W.1.**

More and more people, too, are exploring the possibilities of Spain and Portugal for their annual holiday. Portugal has as its capital Lisbon, which is a nicely balanced mixture of old and

GRAND PRIX EXCURSIONS

The B.A.R.C. has made arrangements through John Webb and Alan Foster for the organization of low-fare flights to the major overseas races. Enquiries should be made to Britavia Travel Ltd., Silver City House, 62 Brompton Road, S.W.3

Race	Location	Outward Date	Homeward Date	Aircraft†	Provisional Return Fare
G.P. of America ..	Sebring ..	16.3.59	24.3.59	Douglas DC6B (4p)	£160
G.P. of Syracuse ..	Syracuse ..	23.4.59	27.4.59	Hermes (4p)	£35 10s.
G.P. of Monaco ..	Monte Carlo ..	6.5.59	11.5.59	Hermes (4p)	£25
Monza 500 ..	Monza ..	25.6.59	29.6.59	Hermes or Viscount (4p)	£25
G.P. of France ..	Rheims ..	2.7.59	6.7.59	Hermes (4p)	£14 15s.
G.P. of Germany ..	Nurburging ..	30.7.59	2.8.59	Hermes (4p)	£20
G.P. of Portugal*	Oporto ..	20.8.59	24.8.59	DC3 (2)	£35 10s.
G.P. of Italy ..	Monza ..	9.9.59	14.9.59	Viscount or Hermes (4p)	£25
G.P. of Morocco ..	Casablanca ..	8.10.59	12.10.59	Viscount (4p)	£45 10s.

NOTE.—G.P. of Portugal*: The DC3 is the largest aircraft able to use the Oporto airport. Self-drive car hire is not permissible in Portugal. Aircraft†: 4=four engines; 2=two engines; p=pressurized.

new, the “modern” part having been erected after an earthquake in 1755! Oporto is the home of port wine: to visit a wine lodge one must first of all have an introduction, but it is well worth taking a great deal of trouble to try to get hold of such a thing. Once you are in, you will find the lodges fascinating places, and the hospitality is tremendous. . . .! Most famous of the Portuguese resorts is Estoril, home of exiled kings and queens, and it boasts a great many beaches of almost unrivalled attraction, as well as a casino if you feel like a flutter. Festivals, involving a good deal of gaiety, are held from time to time to celebrate the grape harvest and the safe return of the fishing fleet. The cuisine is fairly lavish and excellent cheap wines may be had.

The country has, too, just leapt into prominence in the motor-racing world, for the Portuguese Grand Prix, held on

a round-the-houses circuit in Oporto, was admitted last year to the World Championship series. Full touring information may be obtained from **Casa de Portugal, 20 Lower Regent Street, S.W.1.**

In Spain, the main roads are good with relatively little traffic, but you'll find the secondary roads rough in the extreme. Filling stations, too, are few and far between.

However, there is adequate compensation in the enchanting Costa Brava, a first-class touring ground if ever there was one, with first-rate scenery and famous holiday resorts. As in Portugal, the wine cellars in Jerez—where sherry comes from—may be visited, and once again hospitality is generous to a degree.

Gayest, sunniest city in Spain is Seville, famous for its buildings and its cool fountains, while the Moorish quarter

(Continued on page 182)

★
THE QUAIN, the historic and the unusual can be found in many places abroad. This picturesque corner is in Luxembourg.
★





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Holidays—continued

has a fascination all its own. Capital is Madrid, and here you can scarcely avoid the bull-ring—even if you don't go to see a fight you'll find everyone else talking about it!

To keep your strength up, you'll find a great many excellent Spanish dishes, and if your tastes run to sea-food the Basque region in particular will satisfy all your needs in this direction. Aside from sherry, there are many good table wines, including the famous sweet white dessert wines from Malaga. Address of the **Spanish National Tourist Office: 70 Jermyn Street, S.W.1.**

If you're a motorist you will probably have a fine appreciation of a good engineering job: so think about going to Switzerland, where the watch industry produces engineering feats which are not merely good, but brilliant. A well-known and popular tourist country, the main roads are often superbly engineered, too, while they expect motor-cars, and so garages are numerous—with the proviso that repair charges can be high. The scenery is magnificent, with lakes, forests, and mountains which combine to give you some memorable views. Geneva, with its important annual motor show, is one of the most cosmopolitan cities in Europe—and don't forget the gay and spectacular *Fête de Genève* in August. And before I forget it, you might be interested to learn that Basle is the centre of the Swiss navy.

There are many well-known resorts in Switzerland, most of them too well-known to warrant a description. The cuisine—both international and regional—is excellent, but as in other popular tourist countries, it can be expensive. The country is especially famous for its cheeses, some of which—gruyère, for example—we come across over here. For fuller details, get in touch with the **Swiss National Tourist Office, 458 Strand, W.C.2.**

Well now, there are a few suggestions on where to spend your time. The next thing is, how do you get there?

Before we go any further on this point, perhaps it ought to be stressed that, as you undoubtedly know, tourism is a major industry—not only here, but elsewhere as well. This has developed the travel agency business to a tremendous degree, and you may be certain that your travel agent is an expert and a specialist who really knows what he is talking about. For this reason—apart from the fact that it is so much more convenient—you would be well advised to go along and see your agent before making any moves: he will be only too pleased to help you, he will know far more about the subject than you can possibly hope to do and you can place your holiday in his hands without any fears at all.

For the motorist, one of the best-known travel agency services is the Auto-travel Service run by **Thos. Cook and Co., Ltd., Berkeley Street, Piccadilly, London, W.1**, a department which is headed by the able and enthusiastic Mr. Frost: as a matter of interest he has for some time past dealt with the travel arrangements for the Vanwall and Cooper racing teams, as well as for the Rob Walker *équipe*.

This service is complete. Cooks can look after all your arrangements, from obtaining documents—they will even get you a passport—to hotel bookings. They can plan your holiday right from the

YOUR ROUTE TO THE CIRCUITS

For the benefit of readers who propose to visit race meetings abroad, "Autosport" has prepared this table of suggested routes.

To MONTE CARLO	SPA, NURBURGRING AND HOCKENHEIM	To OPORTO	RHEIMS, MODENA AND MONZA
NI Boulogne " Abbeville 50 " Beauvais 53½ N327 Pontoise 31 N184 St. Germain-en-Laye 12 N186 Versailles 8 N7 Fontainebleau 42 N5 Sens 33½ " Auxerre 35 " Avallon 32 " Chalon-sur-Saône 76 " Macon 36 " Lyon 42½ N7 Valence 63 " Avignon 76½ " Aix-en-Provence 46½ " Frejus 74 " Cannes 22 " Nice 20 N564 Monte Carlo 12 Total 766	As Zandvoort route to Courtrai, thence: Brussels 56 15 Liege 32 SPA (192½) 22 " Malmédy 12 " German Frontier 19 14 Stadteyll 7 " Kelberg " Nurburgring (259½) 39 258 Koblenz 25 9 St. Goar 22 Bingen 16½ Mainz 18 26 Danish Autobahn " Junction 19 " Mannheim-Heidelberg " Junction " Karlsruhe Junction " Heidelberg 36½ " Schwezingen 6 " Hockenheim 5½ Total 445	As Rouen route thence: N154 Erreux 31½ N12 Dreux 26 N10 Chartres 21½ " Vendôme 51½ " Tours 34 " Châtellerault 44 " Portiers 21 " Angoulême 67½ " Barbezieux 20½ " Bordeaux 51½ " Bayonne 114 " St. Jean-de-Luz 9½ " Spanish Frontier San Sebastian 19 Victoria 72 Bungos 71 Valladolid 75½ Salamanca 70½ Cindad Rodrigo 55½ Fuentes de Oloro 16½ Portuguese Frontier N16 Guarda 30 N8 Vizeu 52 N10 Albergaria-a-Velha 49 Oporto 37 Total 1,049½	Boulogne 50 N35 Abbeville 28 " Amiens 28 " Montdidier 22½ " Compiègne 22 N31 Soissons 23½ " Fismes 18½ " Rheims (181) 17 N44 Chalons-sur-Marne 26 N4 St. Dizier 38½ N67 Chaumont 46½ N19 Langres 21½ N67 Besançon 62 " Pontarlier 37 " Swiss Frontier 12 9 Lausanne 29 " Aigle 25 " Martigny 17½ " Brig 50½ " Simplon Pass 14½ " Italian Frontier 13 33 Gravelona 32 " Sesto Calende 23 36 Milan, leave on Via Le Monza for Monza (637½) 10 Lodi 20 " Piacenza 22 " Parma 37 " Modena 32½ Total 739

N.B. All distances are given in miles.

To CAEN	To MONTLHERY	To ROUEN AND LE MANS	To ZANDVOORT
As for Rouen thence: N138 Brionne 27½ N13 Lisieux 24½ " Caen 30½ Total 193½	As Monte Carlo Route to St. Germain-en-Laye thence: N186 Versailles 8 N20 Montlhéry 17½ Total 172	NI Boulogne 50 " Abbeville 50 N28 Rouen (110) 60 N138 Bernay 35½ " Alençon 54 " Le Mans 30½ Total 231	N42 Boulogne 32 " St. Omer 13½ " Cassel 13½ N348 Belgian Frontier 9 Ypres 19½ 14 Courtrai 18 " Ghent 27½ " Scheldt Tunnel " Antwerp 33½ " Duch Frontier 15½ 9 Breda 18 O Willemssdorp 19½ " Rotterdam 12½ " The Hague 15 " Lisse 18½ " Noord " Schalkwijk 6½ " Zandvoort 4 Total 253½

word go until the time when you return home, arranging things either to your own ideas or, if you really want to leave everything to them, they will work out something from their own wealth of experience. An excellent booklet is produced by Cooks, by the way, called *Holidays For The Motorist*, which gives details of no less than 38 motoring holidays abroad and in Britain, Eire and Northern Ireland as well. Prices vary from the lowest, which is £33 15s. for 14 days in Brittany, to a peak at £70 13s. for 13 days in Gibraltar and Southern Spain, to which you go by air to find a self-drive hire car awaiting you at the airport. The fact that the holidays are planned, of course, does not mean that a great herd of people go along together: you will find that arrangements are made for you purely as a private individual and you will—if you want to—probably be able to avoid speaking to another chap from Britain until you return!

Cooks can also arrange bookings on the car-sleeper service, which puts you and your car on a train until you reach the part of the world at which you start your holiday—or at least a great deal nearer to it than landing on the French coast! These trains run from Ostend to Milan and Munich, starting in June, and to Lyons, this one starting on 8th May. This can save you a great many hundreds of miles, apart from the fact that you don't have to find the way!

Incidentally, Cooks are also repeating their escorted trips to Le Mans this year. Prices had not been finally settled at the time of writing, but I understand that they will be roughly the same as last year. This means that for 26 gns. or so

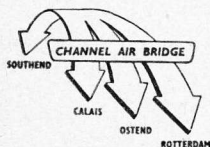
you get rail tickets with reserved seats from London to Paris by rail, accommodation at a Paris hotel, seats in a motor-coach to the circuit, meals while the race is on, you are brought back and you have the services of a courier to help solve your problems. Alternatively, you can fly on a similar trip for 32 gns. or so, travelling by Air France or B.E.A. scheduled services, or there is a 29 guinea special trip by Skyways, incorporating an air-rail service.

Talking of flying: if you plan to whisk your car across the Channel and tour Europe under your own steam, one of the quickest ways of doing so is by **Silver City Airways, 62 Brompton Road, S.W.1**, leaving from Ferryfield Airfield, down in Kent. Were you competing in the 1958 Cats Eyes Rally? If you were, you'll recognize Ferryfield as the supper stop. At the end of last year Silver City made some substantial cuts in their prices, the reductions being intended to benefit the owners of small and medium-sized family cars which form the bulk of cross-Channel traffic. On the busiest route—the 20-minute hop from Ferryfield to Le Touquet—existing cheap-rate winter fares will continue until 1st June. From then on small and medium-sized cars will be charged up to 27½ per cent.

(Continued on page 185)

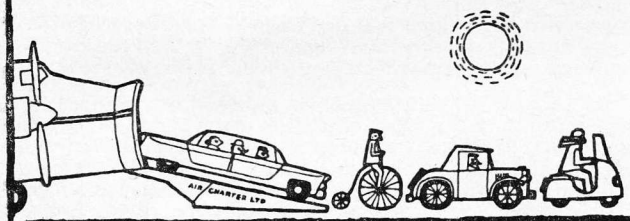
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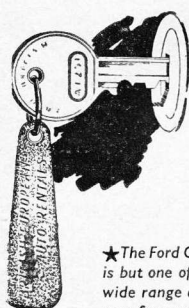


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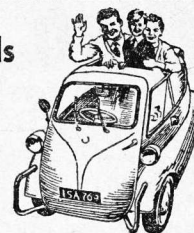
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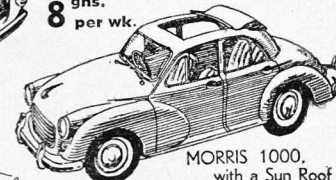
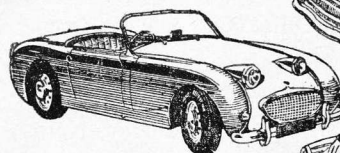
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Club News

by MARTYN WATKINS

CONGRATULATIONS to the **Munster M.C. and C.C.**, whose headquarters are in Cork. This year marks the club's 21st birthday, and after very modest beginnings it has well and truly prospered through the past 20 years and has, in its time, promoted almost every type of competition known to motoring sport. At the end of last year, the directors announced the satisfaction of a long-felt want—the acquisition of suitable club premises. These are in a most impressive building, standing in 32 acres of land and, wonder of wonders, a number of competition courses are to be laid out on the site. In addition, storage facilities, showers and changing rooms and so on will be provided. Something like this must be very near heaven to nearly every club!

Present membership of the **M.M.C. and C.C.** is about 150, about half of this number motor-cycle people. Competition programme includes trials, sprints, hill-climbs and a veteran run.

NOT entirely in our line, I know, but I have just received a copy of the magazine of the **National Traction Engine Club**, a well-produced little book in which are revealed all manner of fascinating things about traction engines. If anyone else wants to have a look at a copy, they are available at 1s. 9d. (post free) from J. Crawley, 51 Putnoe Lane, Bedford.

PROGRAMME for the next few weeks for the **Alvis O.C.** includes a film show for the northern section on 16th February at the Railway Hotel, Church Street, Chorley, Lancs, and another one for the midland section on 10th March at the Bulls Head, Shenstone, Staffs, both of them starting at 8 p.m. For the south-eastern section there is the Chiltern Rally on 22nd March. Regulations are available from K. R. Day, 31 Lawrence Avenue, New Malden, Surrey. . . . Annual dinner and dance of the **Oxford M.C.** will be held on 13th February. . . . **Sunbac** film show on 10th February will be held at the Old Crown Hotel, Lichfield, and on 12th February there is the "ladies' party night" at the Boat Hotel, Lapworth. . . . **Birmingham University M.C.** third annual night navigation rally takes place on 21st-22nd February, starting at 9 p.m. from Archers Garage, Stratford Road, Birmingham. Entries close on 16th February and are available from J. N. McKenzie, 109 Colmore Row, Birmingham 3. . . . **West Essex C.C.** "Clover Leaf Rally" will be held on 28th February-1st March. Regulations will be available shortly. . . . **Burnham-on-Sea M.C.** annual general meeting was held on 28th January. Secretary is L. J. Chamberlain, Westfield Lodge, Westfield Road, Burnham-on-Sea, and the competitions secretary is Hugh Pollard, John Buncombe remaining as car captain. Membership was reported to stand at over 400. . . . Regulations are now available for the **Yorkshire S.C.C.** "White Rose" sporting trial on 1st March. Entries close on 23rd February and secretary is R. J. Wilson, "Woodlands",



MAKING a new appearance this season will be this 1934 M.G. J4, which has a Q-type engine and has only appeared once since 1947. It is at present owned by J. R. Carmichael, and was raced pre-war by the Evans brothers.

Gildersome, near Leeds. As a matter of interest, Norman Coates is clerk of the course. . . . **Jaguar Apprentices M.C., Jaguar D.C., Coventry and Warwickshire M.C. and Godiva C.C.** hold an all-night rally on 21st-22nd February, closed to members of the promoting clubs. Secretary of the meeting is Andrew Whyte, The Hollies, Allesley, Coventry. . . . **Eastwood and District M.C.** Eastwood Rally, a restricted event, takes place on 28th February-1st March. Entries close

Coming Attractions

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

Wolverhampton and S. Staffs C.C. Spring Production Car Trial, Piggott Arms, Pattingham. Start, 2.15 p.m.

February 15th. **North Midland M.C. Kitching Trophy Trial, Yorkshire Bridge Inn, near Bamford.** Start, 10.30 a.m.

Vintage S.C.C. Driving Tests Meeting, Heston Aerodrome, Middlesex. Start, 12 noon.

February 22nd. **London M.C. Coventry Cup Trial, The Cunning Man Inn, Burghfield, near Reading, Berks.** Start, 10.30 a.m.

on 25th February and regulations are available from M. W. Newbold, 422 Nut-hall Road, Nottingham. . . . **Eastern Counties M.C.** have organized an illustrated talk on rallies and rally equipment at the Royal George, Colchester Road, Ipswich, at 7.30 on 6th February. . . . **Falcon M.C.** annual dinner-dance and presentation of awards will be held at the Homestead Court Hotel, Welwyn Garden City, on 27th February. Tickets are available from Mrs. Betty Tucker-Peake, 52b High Street, Stevenage. . . . **Bentley D.C.** Eastbourne Rally will be on 3rd-4th April. Entry forms will be sent to members and invited clubs are Aston Martin O.C., Jaguar D.C., Lagonda Club,

Metropolitan Police M.D.S., Essex Police, 20 Ghost Club and V.S.C.C. . . . **Sussex C.C.** hold their first restricted rally, the Valentine Rally, on 14th-15th February. Entries close on 7th February and regulations are available from E. C. Everard, 9 Lullington Avenue, Hove. . . . **Leicestershire C.C.** Bacon Rally, a closed event, takes place on 15th February, regulations are available from T. G. Wood, 391 Uppingham Road, Leicester. . . . **Seven-oaks and District M.C.** are to hold a standard car trial on 8th February, restricted to members of the organizing club, the Kentish Border C.C. and Bexley L.C.C. Entry forms are available from S. P. Clipstone, c/o Plant Clipstone and Co., 28 Widmore Road, Bromley, Kent. . . . **Cambridge University A.C.** are to promote a speed trial at Snetterton on 8th March. Entries by 27th February to B. D. Whittaker, Caius College, Cambridge. . . . **Oxford University D.C.** hold their Targa Rusticana Rally on 28th February-1st March. It is a restricted event and regulations may be had from A. E. Joseph, New College, Oxford. . . . **East Surrey M.C.'s** Martini Rally is on 21st-22nd March and is a restricted event. Entries close 17th March and should be sent to Mrs. H. G. Procter, 5 Ridge Park, Purley, Surrey. . . . H. E. Hilliard has been elected general secretary of the **Bexley Light C.C.** . . . The **M.C.C.** will hold their opening run on 8th March. A film show will follow and tea will be served. Entry forms from Major R. I. Mariani, O.B.E., 26 St. John's Wood Terrace, London, N.W.8. . . . **Margate and District C.C.** have their Clifford Cup Rally on 15th February and not, as we stated, on 8th February. Sorry! . . . Regulations are available for the **North Midland M.C.** Kitching Trophy trial on 15th February, open to members of the Sheffield and Hallamshire M.C., London M.C., Rotherham and D.M.C., Yorkshire S.C.C., Hagley and D.L.C.C., Sunbac, Peterborough M.C., Maidstone and Mid-Kent M.C., Leicestershire C.C. and entrants in the Trials Championship. Entries close on 9th February and go to Mrs. B. M. Alldred, 133 Ecclesall Road South, Sheffield, 11. . . . **Liverpool**

(Continued on page 192)

Holidays—continued

less than last summer's standard rates. Peak fares, charged on the crowded week-ends in July, August and early September, will also be cut—by up to 21½ per cent.

On Silver City's other routes—from Ferryfield to Ostend and from Southampton to Cherbourg, fare reductions are greater still, and up to 37½ per cent. is being taken off.

From Southend—which has an advantage in that you travel along the South-end road to reach it from London, and if you choose your time properly this can save a great deal of trouble—**Air Charter, Ltd. (Channel Air Bridge Division)**, will fly you quickly to Rotterdam, Calais, or Ostend. Going to Calais, it takes just half-an-hour to get you to France and they rather pride themselves on the standard of service and comfort. Drop a line to 21 Wigmore Street, London, W.1, for full details.

If you prefer to put your car on a boat, **British Railways** steamer services to the Continent, and to Eire and Northern Ireland as well for that matter, scarcely need any introduction. These services run from Dover to Boulogne, Dunkerque and Ostend, from Folkestone to Calais and Boulogne, from Newhaven to Dieppe, from Southampton to St. Malo, from Harwich to Antwerp, The Hook and Esbjerg, and from Goole to Amsterdam, Ghent, Antwerp, Rotterdam, Copenhagen and Hamburg. Steamers also leave Hull for Antwerp, Rotterdam and Bremen. The place to write to for details here is **British Railways, Central Motorcar Booking Office**, P.O. Box 29, Victoria Station, S.W.1.

An excellent Dover-Calais service is

operated by **Townsend Bros. Ferries, Ltd., 78 Leadenhall Street, London, E.C.3**, and here they stress personal service. As usual, fares for accompanied vehicles vary according to length, but they start off at very low rates indeed.

If Scandinavia is in your line, **The Bergen Line, 21-24 Cockspur Street, S.W.1**, runs first-class services from Newcastle to Bergen and Stavanger.

LOOK IT UP

A COMPREHENSIVE selection of touring guides is offered by the **Fodor** range, obtainable from any bookseller. Most titles include 12 pages of four-colour motoring maps as well as being fully illustrated, and include *Guides to Austria, Belgium and Luxembourg, Germany, Holland, Italy, Switzerland and Yugoslavia* at 18s. 6d.; available at 21s. are similar volumes covering *Britain and Ireland, France, Scandinavia and Spain and Portugal*.

A new title added to the range for 1959 is *Fodor's Jet Age Guide to Europe*, which covers the whole continent, including the Iron Curtain countries, and costs 35s. This comes as an addition to the existing *Men's and Women's Guides to Europe*, which are available at 25s.

In addition, there are the well-known *Michelin Guides*, which also provide detailed information of proved reliability, and of course the motoring organizations publish excellent *Foreign Touring Guides*.

Of particular interest to people who want to rush abroad and go and see

motor racing, **Charterspace, Ltd., 29 Windsor Street, Uxbridge**, is running a department known as "Grand Prix Box Office". This provides complete coverage of all what might be described as "classic" events and at Le Mans, Rheims, Spa, Monaco, Zandvoort, Nürburgring (both for the Grand Prix and the 1,000 kms. race) and Monza (both the 500 Miles Race and the Italian Grand Prix), blocks of the best-numbered grandstand seats are at their disposal.

Flights of a day-return or short week-end basis will be offered to all members of recognized motor clubs. The accent will be upon normal return facilities to the continental races which will not encroach into normal business hours and these will appeal particularly to those who have to confine their absence to Saturdays and Sundays. A leaflet is shortly to be published by Charterspace on this matter, giving full details.

If Le Mans interests you—and it's almost bound to—**Quo Vadis Travel, Ltd., 21 Maddox Street, London, W.1**, are running trips to the race as they did last year. However, you'll have to hurry, for the firm has to finalize its accommodation arrangements in a few days' time; the telephone number is Hyde Park 3631.

HAGLEY AND D.L.C.C.

Clee Hill Trial, 1st February.

Best Performance (Clee Hill Trophy): F. T. Lewis (Cannon), 111 marks lost. **Second Best Performance (Bell Trophy):** A. D. Alldred (Bassinet), 124.

First Class Awards: E. Jackson (Cannon), 128; J. Deeley (Elfin), 129; P. F. Highwood (Exspence), 134; C. W. Pollard (Cannon), 138. **Second Class Awards:** R. W. Phillips (Fairley), 141; A. E. Marsh (T.M.S.I.), 141; G. J. Newman (Cannon), 142; R. W. Faulkner (Paul Spl.), 144.

A full report and pictures of this event will be published in next week's issue. We regret that due to pressure on our space it has had to be held over.

EAST SURREY MOTOR CLUB

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MARTINI RALLY

21/22 MARCH

Once again we are pleased to announce **The East Surrey Motor Club's 'Martini Rally'** and our intention is to provide an interesting and exciting road event devised to test both driver and navigator. The navigation in all cases will be straight forward and no dubious methods or tricks will be employed. Navigation will be by Six Figure Map references, Route Cards, and pictorial line illustration. In this event latitude and longitude fixes, cross bearings and similar practices will not be employed.

Great care has been taken to avoid ambiguity in the choice of route checks and no competitor will be in doubt as to what is required. All time controls will be illuminated and clearly indicated by red and yellow boards situated 100 yards before each control. All route checks will be visible without leaving the car.

Our now established formula will again be used to give all cars an even chance in the driving tests, and the result will be part of the Rally.

Awards are of the highest standard and in addition to the thirty-nine awards there will be a Plaque for all entrants who finish the event within the specified time, and do not win a main award.

The Rally will be approximately 250 miles on Metalled Roads with the first car starting at 8 p.m. from the T.A. HEADQUARTERS, MARLPIT LANE, COULSDON. A supper stop has been arranged at SHOREHAM AIRPORT and driving tests will take place in front of the main Airport buildings. The rally will end at GATWICK AIRPORT and breakfast will be available.

We anticipate a full entry and would advise you to enter now and take advantage of the reduced fee for early entries.

APPLY TO YOUR CLUB SECRETARY FOR REGULATIONS

OR TO SECRETARY OF MEETING, MRS. G. H. PROCTER, 5 RIDGE PARK, PURLEY, SURREY. WALLINGTON 6462

AWARDS**THE WINNING CREW:**

The Martini Challenge Trophy
Two Silver Replicas

THE SECOND CREW:

Two Trophies

THE THIRD CREW:

Two Trophies

THE FOURTH CREW:

Two Trophies

THE LEADING E.S.M.C. CREW:

The E.S.M.C. Martini Challenge Trophy
Two Replicas

AWARDS OF MERIT:

a. First Class Plaques to next 6 in the results
b. Second Class Plaques to next 6 in the results

FINISHERS AWARDS:

To all remaining entrants who finish the event within specified time

BEST PERFORMANCE ON DRIVING TESTS:

One Plaque

*** THE WINNING NOVICE CREW:**

Two Trophies

*** THE WINNING ALL LADIES CREW:**

Two Trophies

*** THE WINNING MIXED CREW:**

Two Trophies

*** TEAM PRIZE:**

Six Plaques

*** THE WINNING CAR IN FROM EACH INVITED CLUB:**

One Trophy

* Subject to not less than 8 entries
No Crew may win more than one prize, other than the Team Award and Driving Test Award.

OUTRIGHT winner of the B.A.R.C.'s major northern driving test was R. Squire, whose Ford is being hurried through a turn on a fast run.

THE north-western centre of the B.A.R.C. certainly went to town, or rather New Brighton, on the occasion of their February driving test meeting.

Televised by the A.B.C. Independent Corporation, the meeting brought a terrific crowd of spectators to line, three deep, the lip of the oval main car park of the New Brighton Corporation sea water pool. It also brought such an unexpectedly large entry that the organizers had no option but to declare a two-day event, running off a series of eliminating heats all day Saturday and on Sunday morning.

From all this emerged the 16 finalists, comprising the fastest four in each class: 1, P. Baldam (Turner); 2, S. Hitchen (Dellow); 3, R. Kirkham (A/H Sprite); 4, J. Buncome (A/H Sprite); 5, L. Gibson (Ford); 6, B. E. Foulkes (Minor); 7, R. Squire (Ford); 8, P. G.



B.A.R.C. TV Driving Tests

Best Performance by R. Squire (Ford)

Bernie (Minor); 10, E. Mather (Riley); 18, D. G. Pearson (Magnette); 20, K. H. James (Riley); 27, T. H. Crutchley (Oxford); 35, T. D. Warren (TR3); 37, W. B. Holland (TR3); 46, D. N. Pearce (TR3); 48, G. Bewley (TR2); and representing the pre-war cult, a magnificent Daimler in the hands of C. Chorlton.

Prompt at 1.30 p.m., three cameras, two mounted high overhead and the other on a travelling trolley, went into action. The test chosen for the viewers was both long and difficult, in fact, it was a "mock up" of four, so that the vast area of the big car park could be utilized to the full. Starting from a line, competitors rounded a pylon, reversed into a garage, out, and a double loop around a pylon. Our old friend, the square box, required a spin turn to be effective then out again to stop astride a line, round a pylon, a double scissors, then in and out of four long channels to stop astride a finish line.

Surprisingly few competitors made errors and the standard of test driving was extremely high, "a case of quality over quantity" fastest times in classes being made by R. Kirkham (Sprite), 2 mins. 3.8 secs. for Class 1. In Class 2

Results

Outright Winner: R. Squire (Ford), 8 marks.
Closed Touring Cars, up to 1,300 c.c.: 1, B. E. Foulkes (Minor), 33 marks; 2, P. G. Bernie (Minor), 83; 3, L. Gibson (Ford), 149.

Closed Touring Cars, 1,301 c.c. and above: 1, K. H. James (Riley), 49 marks; 2, T. H. Crutchley (Oxford), 87; 3, D. G. Pearson (Magnette), 98.

Open and Sports Cars, up to 1,500 c.c.: 1, P. Baldam (Turner), 45 marks; 2, R. Kirkham (Sprite), 61; 3, S. Hitchen (Dellow), 77.

Open and Sports Cars, 1,501 c.c. and above: 1, T. D. Warren (TR3), 36 marks; 2, D. N. Pearce (TR3), 36; 3, W. B. Holland (TR3), 61.

Pre-War Cars: C. Chorlton (Daimler). **Novice Award:** K. J. Kennedy (Minor).

T. D. Warren (TR3) put up the day's best performance when he clocked 2 mins. 2 secs. Class 3 saw a run in 2 mins. 21.2 secs. by B. E. Foulkes (Minor), in which the car slid every turn, the tail at all times being under control. He fully deserved the round of applause this performance received! K. H. James (Riley) took Class 4, his spin turn in the box being particularly effective, time 2 mins. 19 secs.

Last, but certainly not least, was the quiet but effective manner in which C. Chorlton took Class 5. His big and unsuitable Daimler was handled to perfection.

Competitors were then faced with a further three tests before winners could be declared. To sum up, a grand meeting with spot-on organization. Fullest praise to the wives, girl friends and helpers, who all day long dispensed refreshments to the needy in a manner cheerful to behold!

FRANCIS PENN.

AN electric-traction research station at Stelling, near Canterbury, claim they can build an electric car to compete against any orthodox machine.

Traction Electric, Ltd., of Stone Farm, Stelling, have just perfected their electrically-driven 4 h.p. T.E.L. car, which gives family motoring for a farthing-a-mile. It has been made possible by a lightweight battery now invented, which is largely of plastic construction.

It is claimed that the T.E.L. car will take a family of four and luggage at a top speed of 50 m.p.h. Price is expected to be about £450.

Battery-life on each charge is the only drawback, but the batteries can be powered overnight from a household power point. With sufficient power, they can be fully charged in 90 minutes.

The T.E.L. has only one small motor mounted on the rear-axle, but a suggested racing car would have four motors—one on each wheel.

Come and see the New Twin-Cam M.G.A.

at University!

107 b.h.p. at 6,500 r.p.m. . . . from rest to 100 m.p.h. with breath-taking acceleration . . . Maximum speed in excess of 110 m.p.h.—this superlative performance put up by the M.G.A. with the new 1,589 c.c. twin overhead camshaft engine. Latest type Dunlop disc brakes on all four wheels add extra safety to extra speed. Come today and see the phenomenal Twin-Cam M.G.A. at University Motors!

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USED CARS FOR SALE

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ACE-BRISTOL, light blue, 20,000 miles, maintained with financial disregard for the past season's races. Out of 14 races, five firsts, two seconds, four thirds. (Unbeaten at Full Sutton.) Over £200 work carried out by Bristols on engine. Pressure induction system to carburettors. Extras include Appendix J windscreen, 15 ins. wheels fitted X tyres, one owner, never crashed, ready to race. £1,550 o.n.o.—Ian Smith, Branshaw, Oakworth, Keighley, Yorks.

A.C. 1937 D.H. COUPÉ, good condition throughout. New gearbox, back axle. £180.—Dear, 2 Edith Grove, S.W.10. FLAXman 1692.

MOONS MOTORS, LTD., offer:

A.C. ACE, 1957, finished in ivory with red interior. Absolutely superb, unscratched condition throughout, maintained regardless of expense, terrific performance, unrepeatable. £1,045.—Great Westminster House, Horseferry Road, S.W.1. Tel.: VICToria 5225.

ALLARD

ONE OF THE ORIGINAL Sydney Allard sprint/trails/sports 2-seaters, very open, very fast, recon. V8 gives 22 m.p.g., sound condition, certain Autocross winner. £60.—Jacobs, ENTERprise 1945.

1951 J2 ALLARD, standard Mercury engine, fitted magneto, just had complete chassis and suspension strip and rebuild, all new parts fitted where necessary, de Dion axle, wire wheels. £335 o.n.o. Terms could possibly be arranged.—K. W. Moore, 9 Holmbury Gardens, Hayes, Middx. Hayes 6750.

1949 DROPHEAD coupé, taxed to end of year. Quick Sale, £110, delivered free.—Tel.: Melton Mowbray 2533.

1949 ALLARD, rebuilt 1953, special French fixed head coupé with Perspex roof, high ratio axle, Scintilla mag., twin carbs, repainted green and rechromed, luggage rack. Very attractive car. £350.—Griffin Motors, Hillingdon, Uxbridge 8331.

ALVIS

ALVIS 20 saloon, 1934, £45. 11.9 Firefly drop-head. £70.—Alma Road Garage, St. Albans 57771.

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ASTON MARTIN, 1935, Mk. II, long chassis 4-seater tourer, black with silver wheels. £225 o.n.o.—ELMbridge 7012.

DB2 TEAM CAR, special 2.6-litre engine, Weber carburettors, dual exhaust, Alfin drums, lightweight chassis, 28-gallon tank, regularly maintained by works since new, recently checked, history available, one owner. £1,050.—Heal, Baylins, Beaconsfield.

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AUSTIN 10/4 tourer, 23 years one owner, sound original little motor. £57 10s.—Alma Road Garage, St. Albans 57771.

A35, DECEMBER 1958, green, 5,000 miles, heater, Speedwell Stage III conversion, special camshaft, anti-roll bar, racing brake and clutch linings, oil and water temperature gauges, radiator blind. Specially prepared for Monte Carlo Rally and fitted Marchal swivelling roof, Haldal Speed Pilot, Lucas Le Mans headlamps, foglamps, electric windscreen washers, safety straps, Weather-masters and standard Dunlops. Cost over £800. Offered at £695. Terms, exchanges.—D. Margulies, Ltd., Shaftesbury Mews, Stratford Road, W.8. WESTern 5982-2616.

A90 ATLANTIC saloon, black, cream upholstery, genuine 100 m.p.h., 26 m.p.g. £350 cash or 10 per cent. deposit, balance over two years.—HILLside 9326.

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AUSTIN-HEALEY Sprite, blue, 4,000 miles, rev. counter, heater, washers, foglamp, reversing lamp, laminated windscreen, also Downton conversion. £650 o.n.o.—Taylor, 21 Dale Street, Carlisle, Cumberland.

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BERKELEY Sports tuning and racing specialists. See and test our demonstration model. Open 8.30 to 7 weekdays, 10 to 12.30 and 2 to 6 Sundays. Early delivery new models. Rev. counters, chrome plated luggage grids and tonneau covers always in stock.—Mantles Garages, Ltd., Henlow Garage, Henlow Camp, Beds. Phone: Henlow Camp 233.

1959 492 c.c. models now in stock and available demonstration. 1957 328 c.c. 2-seater, one owner, low mileage, offered at £385.—The Surrey Car Co., 44 Richmond Road, Kingston, Surrey. KINGston 6340 and 7660.

BRISTOL

BRISTOL 401, black with stone upholstery, radio, heater, leopard skin seat covers, five new Road-speeds just fitted, owned by works until last year, immaculate condition throughout. £750, exchanges.—Cuff's Garage, Frome 2511.

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BASIL ROY, LTD., B.S.A. (Scout Model) spares. Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LANGham 7733.

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MERCURY OFFER:—£495, 1955 DKW Sonderklasse four-seater F/H coupé in excellent condition. Finished in Alpine Mist with red interior, heater, screen washers, Michelin X, two owners, incredible performance with economy. Terms and exchanges.—Mercury Motors, 824 Harrow Road, Wembley 6058.

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FIAT 1,100 c.c. Special sports two-seater, many extras, outside exhaust, 4.f.s. Specially tuned, reputed to do 100 m.p.h. Very rare model, finished Fiat red, unusual opportunity. £225.—Bexhill 2476. J. W. Davis, Bell Hill, Bexhill, Sussex.

FORD

FORD Anglia de luxe, May 1956, 24,000 miles, fitted Willment head, Servais silencer, heater, screen washer, anti-roll bar, grey with red upholstery. £495.—Bolton of Leeds, Ltd., 120 Albion Street, Leeds, 1. Tel. 36036.

90 M.P.H., 24 M.P.G., four comfortable seats. 1952 Zephyr, Zodiac head, 3 SU's, six-branch exhaust, M20 linings, leather, heater. No competitions or floggings. Underscaled. Regularly serviced. Excellent tyres and condition throughout. Engineer inspection invited. £425. Consider exchange good sports car.—Brigadier Ridley, 9A Church Square, Harrogate 69390.

1950 FORD Popular, Aquaplane conversion, duotone finish, wipers, spotlight, parcel tray. Outstanding performance and general condition. £285. Terms, Exchanges.—Old Forge, Northwood 2609.

FRAZER-NASH/B.M.W.

FRAZER-NASH/BMW 320 Cabriolet. First licensed Dec. 1937. In magnificent fettle throughout. Bills available showing thorough and complete overhaul 1957. This car is a "must" for the enthusiast. £195.—Broadway Motors, Ltd., Hanworth Road, Hounslow. HOU 6203.

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JAGUAR Mk. V, fitted XK twin-cam engine, ex-works car, heater, radio, washers, first-class condition throughout. £435.—48 Old Sneed Avenue, Bristol, 9.

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1934 3-LITRE, Vanden Plas drophead coupé LAGONDA, good, sound condition bodily and mechanically, fast and reliable. £125.—Box 3039.

(Continued overleaf)

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LITTLE GUIDE TO VILLAGE INNS, FARMS AND HOTELS on and off the beaten track round Britain's coast and countryside. 5s. 4d. post paid from Victor Hilton (AS), Harbourside, Torquay.

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YOUNG GENTLEMAN has small motor business in South Midlands, which he runs together with other interests. The trade is inclined to be stagnant probably due to lack of full attention and bad staff. Anyone youngish and performance car minded who has a little capital and a lot of enthusiasm, together with a thorough knowledge of all motor repairs, may be offered the post of working manager. He would have complete control of the staff and working side of the business.—Give full details to Box 3044.

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PHYSICS STUDENT saving for car seeks job connected with motor sport during summer Vac. June-October.—Hayton, Potters Well, Quarry Heads Lane, Durham.

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FIBREGLASS bodywork, suitable 7/7 ft. 6 ins. wheelbase. £50.—6 Alexandra Terrace, Kingsthorpe, Northampton.

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NEW Lucas roof-mounting rally light, 12 guineas post free.—Burn, Thorndene, Bagshot Road, Bisle, Surrey. Phone: Brookwood 2272.

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During the closed season practice trials will be held at convenient centres to give you the opportunity of handling a racing car, also to ensure that you do not "prang" at a later date due to lack of knowledge.

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May we suggest that you register with us now to avoid disappointment this season. Cars are available during winter months for your practice use.

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BENTLEY 1936 Light 4½ saloon or drophead coupé. Must be mint conditioned or Bentley maintained. No dealers.—Clarkson, The Chase, Halstead, Essex.

BODY OR CHASSIS PARTS for 1955 Austin-Healey, damaged one would do, also radiator grille for 1950 Bentley.—Cuff's Garage, Frome 2511.

ENTHUSIAST returning U.K. leave late February wants season's economical racing. A35, Minor or similar fully race-tuned, good history saloon preferred. However TR, Lotus, Elva, unmodified A35 or outstanding special considered. Write initially—Stevenson, c/o 103 Argyle Road, Ealing, giving phone number to arrange appointment. Will view all cars at selected spot London area Friday, 27th Feb. Cash waiting for suitable car.

HARDTOP for M.G.A. Any colour, trimmed or untrimmed, also Perspex sliding screens.—Woodyatts of Malvern, Worcestershire. Tel.: 390.

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W. Pre-war and vintage cars wanted.

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CONCESSIONAIRES FOR U.K.: Goggomobil, Limited, 93-95 Old Brompton Road, London, S.W.7. KNightsbridge 7705.

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Club News—continued

M.C. Horsman-Monte rally regulations are in the hands of the printers, and applications are invited. The event will be run in North Wales on 28th February-1st March and again the main attraction in the awards list will be the free entry, with car provided, in the Monte, with all expenses paid. As a matter of interest, last year's winners, Eric Mather and Ian Hall, acquitted themselves well in the recent Monte and brought home two cups from the *concours*. . . . **Anglia and Prefect O.C.** second annual Aquarius rally will be held on 14th February, starting at 5 p.m. from the Red Lion Hotel, Cox's Corner, Aldenham, near Watford, Herts. Details are available from R. D. Henderson, 78a High Street, Abbots Langley, Herts, and the event is a closed one. . . . **Chiltern C.C.** hold a closed production car trial on 22nd February, entries closing on 18th February. Secretary of the meeting is David Dixon, Picketts Field, Great Missenden, Bucks.

"PRELUDE TO SUCCESS"

BRITISH RACING DRIVERS' CLUB have produced a lively little booklet called "Prelude to Success", which is now being issued by the R.A.C. to all new holders of competition licences. It contains a wealth of valuable information and advice on the preparation of a car (and its driver) for racing, and is aimed at the novice embarking on his first speed event. It forms a fitting sequel to "A Start for Finishers (Do's and Don'ts for Drivers)", published some little time ago. Copies of the new booklet will be sent free of charge to anyone sending a stamped, addressed envelope, not less than 8 x 5 ins., to the B.R.D.C., 9 Down Street, London, W.1.

WINE AND DINE DEPT.

THE Aintree Circuit Club held their annual dance at the Park Hotel, Netherton, where, in spite of severe fog, over 100 members and friends attended. In an evening of practically non-stop dancing, a galaxy of prizes were given away, including bottles of the "goods", chocolates and many sets of motoring gadgets. On departure, huge tureens of soup revived the jaded ere entry to the black outside. In all, a grand "do" enjoyed by everyone.

WARCO CUP TRIAL

AS the result of a protest following the Peterborough M.C. Warco Cup Trial on 25th January, the final placings for this event differ from those published in our report.

Resulting from the protest R. Kemp and C. W. Pollard tied for first place with a total of 117 marks, but a better time in the driving test gave Kemp the Warco Cup.

Final placings are now: 1, R. Kemp, 117 marks; 2, C. W. Pollard, 117 marks; 3, R. W. Phillips, 116 marks; 4, N. H. Coates, 115; 5, F. T. Lewis, 114; 6, A. W. Francis, 114. Phillips and Coates gained first class awards, Lewis and Francis second class awards.

FALCON M.C.

THE weather forecast proved correct on the night of Saturday, 17th January, when rain fell and washed away the snow and ice which had earlier in the week caused the minor roads to be quite slippery for the Mardleybury trophy night rally.

The 22 competitors left "The Chequer's", Woolmer Green, at one minute intervals from 9 p.m. They were

started off on the first section by a backwards route card. Along this route the first driving test took place; this was the only place where marshals were placed, until competitors arrived back at the finish at Fleming's Garage on the Hertford road.

The route then continued from the route card to various points by grid reference. The clues were all clear and visible from the car and most people managed to get round on time; had the weather remained icy, things would no doubt have been very different.

The final driving test, reversing into a three-sided box, did not, as it was arranged, decide any ties—the second place men tied on points, getting exactly the same number on the rally and the tests.

Results

Mardleybury Trophy: J. Sheldrick (M.G.A.). **Best Navigator:** Pat Massey. **Second Best Performance:** (tie) P. D. Sapsed (Volvo) and A. Hessey (Minor 1000). **First Class Awards:** D. H. Williams (Standard 10); C. D. King (Rapier). **Team Award:** J. Sheldrick, P. Marr.

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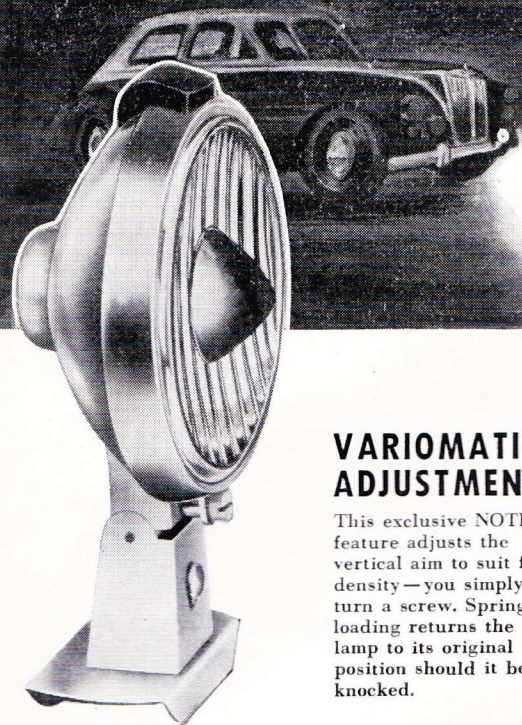
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