

# AUTOSPORT

FEBRUARY 13, 1959

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EVERY FRIDAY  
Vol. 18 No. 7

BRITAIN'S MOTOR SPORTING WEEKLY

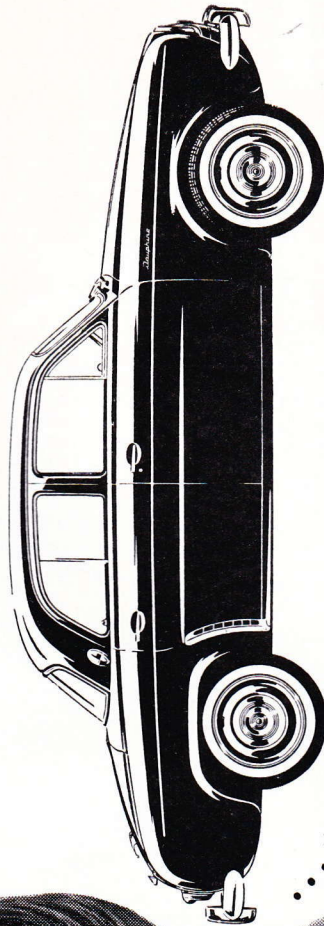
Registered at the G.P.O. as a Newspaper



## IN THIS ISSUE

FULL REPORTS OF THE LADY WIGRAM TROPHY RACE AND THE NATIONAL "CAT'S EYES" RALLY  
RALLYING FROM BEHIND THE IRON CURTAIN : JOHN BOLSTER TESTS THE MARK IX JAGUAR





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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 18 No. 7

February 13, 1959

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## EDITORIAL

### GOLD TROPHY

FOR the third time Mr. G. A. Vandervell has been awarded the important Ferodo Gold Trophy, and on this occasion, Ferodo's Chairman, Mr. Geoffrey Sutcliffe, announced that his company had decided to offer it to the Vanwall chief "for keeps". In winning six out of the 10 *grandes épreuves* held in 1958, Tony Vandervell set a new high as regards the prestige of British automobile engineering. It is sad to think that, owing to the doctors' decisions, his magnificent cars may lie idle during the coming season. It is to be hoped that a speedy return to normal health will persuade him to re-enter the fray, and once again demonstrate that this country can meet and beat the finest machinery that the Continentals can devise. Despite the apparent apathy of the S.M.M. and T. to Mr. Vandervell's supreme efforts, the fact that an independent panel should award the Ferodo Trophy to him, is proof enough that his achievements are regarded as worthy of the most important award that has yet been devised in British motoring sport. With no backing whatsoever from the industry, Mr. Vandervell produced machines which gained for Great Britain the World Championship for Formula 1 constructors. The string of Vanwall victories has been of vital assistance to this country's drive to increase her exports of all types of vehicle, coming at a time when rivals seek to impress buyers all over the world of the quality of their products. To maintain these exports, prestige such as given by Vanwall is of untold value to every manufacturer, whether of cars, or components.

### A WORTHY CAUSE

LORD MONTAGU of Beaulieu deserves all possible credit for his attempt to form a National Trust for the preservation of historical vehicles. It is felt desirable, in many quarters, that many famous makes should be preserved in running order for posterity. Naturally many owners of such cars retain them in 100 per cent. mechanical order, but there is no guarantee that this will be the case many years from now. AUTOSPORT hopes that the Veteran Car Club of Great Britain, the Vintage Sports Car Club, the Vintage Motor-cycle Club, and all territorial and all one-make organizations interested in such a plan, will give Lord Montagu, Sam Clutton and their helpers, every possible assistance in formulating a scheme whereby historic vehicles will be preserved for future generations. It is not an easy project to organize properly, but such is the passionate interest in the restoration and maintenance of famous makes, that something tangible is bound to come out of debates carried out in a friendly manner, without the background of "back-biting" that appeared to characterize last week's initial meeting at the R.A.C.

### OUR COVER PICTURE

"NEARER my God to Thee"—R. Gilbert, in Cooper-Bristol No. 33, and Sid Jensen, in the Cooper-Climax 1500, make their way towards Waimate Anglican Church in what would appear to be an unseemly fashion during a New Zealand race. Jensen, in fact, drove right through the lych-gate!



# SPORTS NEWS

DICK GIBSON recently won the first Natal *Formule Libre* race in his F1 Cooper-Climax. Second was Ian Fraser-Jones (Porsche), third Harry Pierce (M.G.).

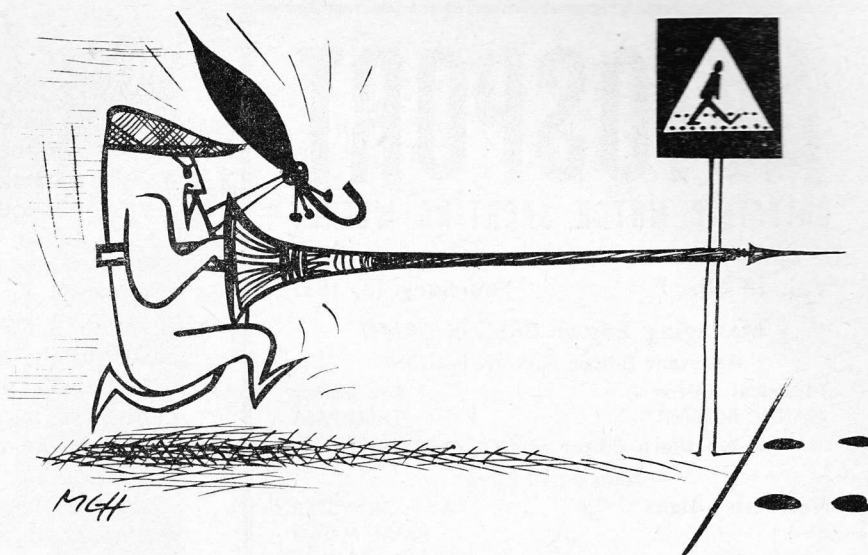
SUPPORTING events for the twenty-first British Empire Trophy race, which this year is for Formula 2 cars, will be a 500 c.c. race and two sports car events. The Trophy race is to be held over 40 laps of the 2.76-mile Oulton Park Circuit on 11th April.

STIRLING MOSS has been awarded the R.A.C.'s Sir Malcolm Campbell Memorial Trophy for the second year in succession. This year it was awarded to him for his wins in the Dutch, Portuguese, Moroccan and Argentine Grands Prix during 1958, last year for his victory at the Grand Prix of Pescara.

AMONG a range of accessories now marketed by Delaney Gallay, Ltd., of Vulcan Works, Edgware Road, London, N.W.2, are a car heater thermostat, the "Ranco", at 2 guineas; a heater suitable for the Ford Popular at 8 guineas and the RKN range of safety belts, which are tested to a loading of several tons.

THE recent merger which formed the Bristol-Siddeley Engine Company was stated by Mr. H. T. Chapman, C.B.E., a Deputy Chairman of the new company, as a move to strengthen the two parent companies, the Bristol Car Company and Armstrong-Siddeley Motors, which would not affect car production of either company.

REGULATIONS have been received for the Ulster Automobile Club's Circuit of Ireland international rally. The event is to be held from 27th-31st March, and entries close on 7th March. There are classes for series production touring and grand touring cars complying with Appendix J, and regulations are obtainable from the secretary, Ulster Automobile Club, Ltd., 16 Bedford Street, Belfast.



THIS WEEK we publish the first of a new series of cartoons which have been drawn for us by the well-known Danish cartoonist, M. Gylling Hansen.

MASERATI plan to compete officially in 1959 with a new 2-litre sports car, with off-set six-cylinder engine developing 200 b.h.p. at 8,000 r.p.m. Car is based on the 250F G.P. car, and has de Dion rear axle. Weight is under 550 kilograms. Krupps, the German industrial empire, have acquired an interest in the firm.

IN referring to the new Formula 2 car of Albert Zains in last week's issue, we should have stated that the presiding genius behind the project is Mr. J. Hume. The car will be entered in all events by Bradstock Motors.

ARGENTINIAN Juan Carlos Etcharte has formed "Ecurie Argentina", with the acquisition of three F1 and three sports-racing machines. All are new, with the exception of an ex-Fangio G.P. machine.

ELVA are constructing a Formula Junior machine for this season's racing. Paul Emery is also building a single-seater, with modified Volkswagen engine. He is also fitting a 2-o.h.c. Alta-Connaught engine in a Cooper chassis.

TONY BROOKS'S recent visit to Italy was completely unconnected with a discussion with Enzo Ferrari. Brooks had no intention of seeking a drive with the Maranello concern. He has, however, severed his connection with Aston Martin.

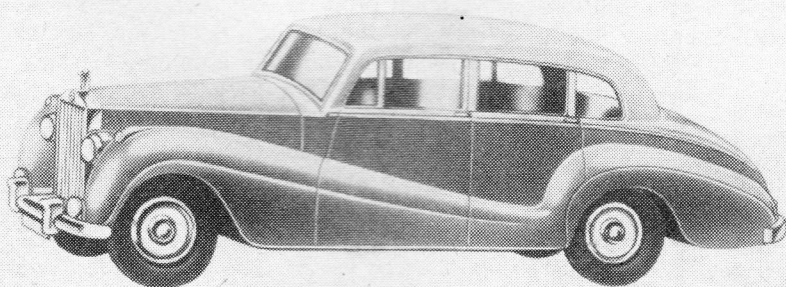
THE 29th International Motor Show at Geneva is to be divided into 16 sections, of which the car and chassis section is to be the largest. Coachbuilders are to have a larger display space than in the past and several very interesting creations are to be expected, as usual at the bodymen's own show.

"PLASTIGAUGE" is a device for measuring the clearance of any split bearing. The principle is that a short length of plastic rod is placed in the gap in the bearing, which is then tightened to normal tension. This will flatten the rod to a degree dependent on the clearance of the bearing. When the flattened rod is removed it can then be measured against a scale which will give the bearing clearance in thousandths of an inch. Kits, costing 3s. 9d. each, can be had from the Plastigauge Mfg. Co., 181 Brighton Road, South Croydon.

## CLAUDE STOREZ

WE regret to report the death of Claude Storez during an accident on the Rheims circuit, whilst taking part in the Rallye des Routes du Nord last weekend. Storez was one of France's foremost rally drivers, and was Champion of France in 1957, with Porsches. He took part in the majority of important Continental events, including Liège-Rome-Liège, "Alpine", Lyons-Charbonnières, Tour de France, etc. Lately he took up circuit racing, and in 1958 was declared F2 Champion of France. Storez intended taking part in Grand Prix racing when the 1961 formula comes into effect, and would probably have driven a single-seater Porsche.

ALL-INDEPENDENT suspension on a Rolls-Royce—but it's only a model. "Dinky Toys" recently announced this splendid addition to their range, which will sell at 5s. 6d.





FOR THE THIRD TIME Tony Vandervell has been awarded the Ferodo Gold Trophy. Here Mr. Sutcliffe, Ferodo's chairman, makes the presentation, while Stirling Moss and Tony Brooks look on.

#### SEBRING NEWS

Two Lotus Elites will be in the G.T. class, to be driven by Jay Chamberlin/Pete Lovely and Sam Weiss/X—the "X" probably being Colin Chapman. Bill Fraser has entered an "1100" as has Chamberlin, one driver being Charles Moran. Canadians Entwistle/Hannah will be in a 2-litre Lotus Fifteen.

Graham Whitehead may be seen in a recently acquired, new Aston Martin DBR1. Three "Twin-cam" M.G.s will be in the G.T. category, as will a trio of Austin-Healey Sprites. Drivers will be announced later. Tony Brooks will not partner Stirling Moss in Cunningham's Lister-Jaguar. His place may be taken by Ivor Bueb.

Ferrari line-up comprises Phil Hill/Jean Behra; von Trips or Gendebien/Dan Gurney; Chuck Daigh/Harry Schell. It is hoped that two of the cars will have the new 2-o.h.c. Testa Rossa cylinder heads.

Privately entered Ferraris include Reventlow/Martin; Reed/Arents; Casner/X and the Cubans Mena/Jocite, assisted probably by Porfirio Rubirosa.

Lister-Jaguar line-up should read Stirling Moss/Bueb; Walt Hansgen/Ed Crawford; Briggs Cunningham/Lake Underwood.

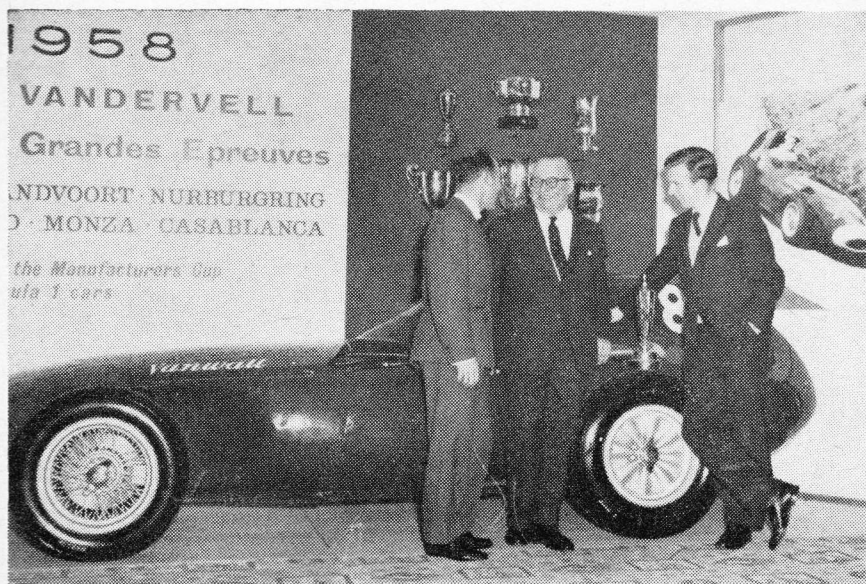
John Bentley will be in a TR3 Triumph, and Ed Hugus/Ernie Erickson in a Porsche. The Sebring organizers hope to have permission to allow the young Rodriguez brothers to drive in a Porsche.

DRIVING an Austin A40, Pat Moss and Ann Wisdom won the Coupe des Dames in the Canadian Winter Rally, in spite of overturning into a snowdrift at one point. No further details are available at the time of going to press.

"MOTORING AND THE MOTORIST", B.B.C.'s Network Three programme, is to feature talks by Colin Chapman and Brian Lister on their plans and prospects for the coming season. Dates are 20th and 27th February respectively.



★  
CLAUDE STOREZ,  
one of France's  
foremost rally  
drivers, who was  
killed in an acci-  
dent during the  
Rallye des Routes  
du Nord.  
★



JACK TEWSON and Maurice Clark are hoping to take an NSU Sport Prinz on the M.C.C. Land's End Trial on 27th-28th March.

WE regret to report the death of A. B. H. (Brian) Smith, of Kingston-on-Thames and Cheltenham. A talented photographer, he contributed from time to time to AUTOSPORT and particularly handled Crystal Palace pictorial coverage last season. A bachelor, he leaves a widowed mother. He was 29.

THERE will be seven meetings at Brands Hatch during the 1959 season. They are to be on 30th March, 6th June, 12th July, 3rd and 29th August, 4th October and, of course, the traditional Boxing Day events. The major event in the season at Brands will be the International meeting on 29th August.

FELICITATIONS ALL ROUND as a happy Tony Vandervell chats with Moss and Brooks after the Ferodo presentation. Fittingly, the cup stands on a wheel of one of last season's Vanwalls.



*AT REST outside Bolster's house, the Mark IX Jaguar is completely at home in the countryside atmosphere. Externally the car is very little different from the Mark VIII.*

follows the well-known design features of the smaller models, and naturally retains twin overhead camshafts operating inclined valves in a light-alloy cylinder head. In increasing the bore from 83 mm. to 87 mm., some alterations have had to be made in the design of the cylinder block, for the bores are now much closer together, but adequate water space has been retained. Twin SU carburettors supply the mixture, and the automatic starting carburetter is connected by six external pipes, of equal length, to each port. 220 b.h.p. is developed at 5,500 r.p.m., but more important for such a car is the very high torque in the lower and medium revolution ranges.

The body is wide enough for the carriage of six people. Twin petrol

JOHN BOLSTER  
TESTS

# THE JAGUAR MARK IX

**A luxurious Six-seater Saloon with impressive Sports Car Performance**

THE last two Jaguar road tests conducted by AUTOSPORT contained identical wording in their final paragraphs. Variety is the spice of life, so on this occasion the inevitable comment appears in the first paragraph, for it has become more apt than ever. "I have long ago given up wondering how they make them for the money; for sheer value there is nothing to compare with them in the high-performance field."

The Jaguar Mark IX has the highest all-round performance of any full six-seater car in the world. (In the term "performance", of course, one includes stopping power, so vehicles with conventional drum-type brakes are virtually eliminated at the start.) It is luxuriously appointed, and contains the most elaborate equipment; furthermore, it has an engine which combines immense low-speed torque with the capacity for high revolutions of a racing unit. Yet the price of the car, which includes disc brakes and power-assisted steering, is less than £2,000 even after P.T. has been added. The Mark IX which was submitted for test had automatic transmission, which is an extra, and in this form the basic price is £1,441, to which £721 17s. must be added for that wretched tax. Let us say that it represents a transportation investment which is almost beyond comparison, and leave it at that.

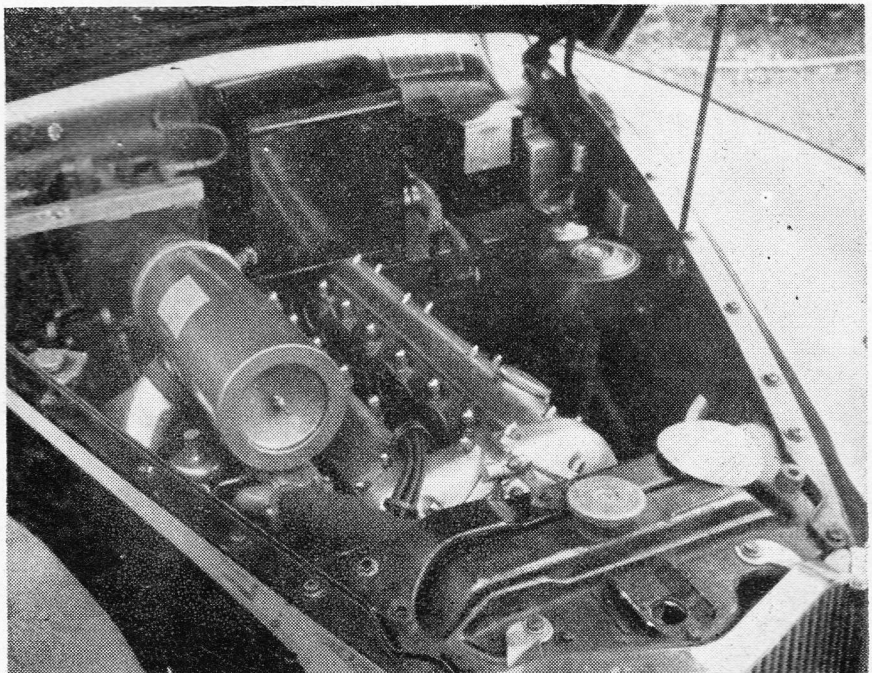
The Mark IX, of course, is a direct descendant of Marks VII and VIII, and bears a general similarity to them in appearance. Unlike the 2.4- and 3.4-litre models, it has a separate box-section frame. The independent front suspension is by torsion bars, and the hypoid

rear axle is on semi-elliptic springs. A new design of Burman power-assisted steering is employed, in which the hydraulic piston is actually an integral part of the recirculating-ball steering box assembly. The power is supplied by a small engine-driven pump of the eccentric rotor type, and of course full manual control is retained in the unlikely event of a hydraulic failure. The opportunity has been taken to fit "quicker" steering, compared with the earlier, non-assisted models. The Dunlop disc brakes have Lockheed servo-assistance.

A new 3.8-litre engine has been developed for the Mark IX Jaguar. This

tanks in the rear mudguards leave room for an exceptionally large luggage boot. The instrument panel, picnic tables, lockable document container and general furnishings are finished in the finest walnut veneer. The floor rug of the rear compartment has a thick, soft pile, but the leg room is not particularly generous if the front seat is adjusted for a tall driver.

On taking one's seat, the adjustable steering column allows a comfortable position to be achieved. The all-round visibility is slightly marred by the rather shallow screen and rear window, while the driving mirror obstructs the driver's



*TWO HUNDRED AND TWENTY horses are housed under the Jaguar's bonnet. The engine is the 3.8-litre version of the world-famous six-cylinder two-o.h.c. unit.*

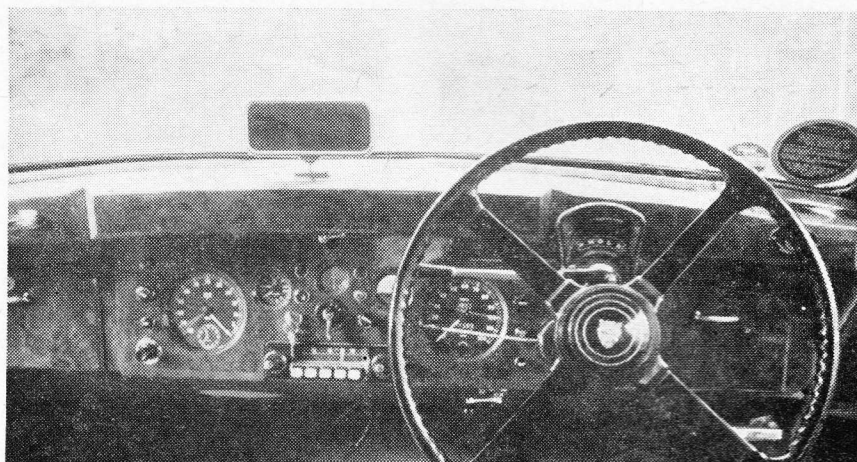


**DRIVER'S EYE VIEW:** *The Jaguar cockpit is extremely well appointed. Note the rev.-counter as well as speedometer. The automatic gear change can clearly be seen.*

view of his left front mudguard. A short driver might get a better sense of control if the seat were a little higher or the bonnet an inch or so lower.

It is a remarkable thing that the new, big engine is even smoother than previous Jaguar units. This is not a high-geared car, and at the very high cruising speeds of which it is capable the crankshaft is turning fairly rapidly. Yet there is not the slightest sense of strain, and the liveliness conferred by this comparatively "low" gear is greatly appreciated. At the ultimate maximum speed of the car the needle of the rev-counter is entering the "naughty" section, but it is very rarely possible for even a determined driver to hold such speeds for more than a few moments; most owners will, quite rightly, never attempt them.

The increased torque of the 3.8-litre

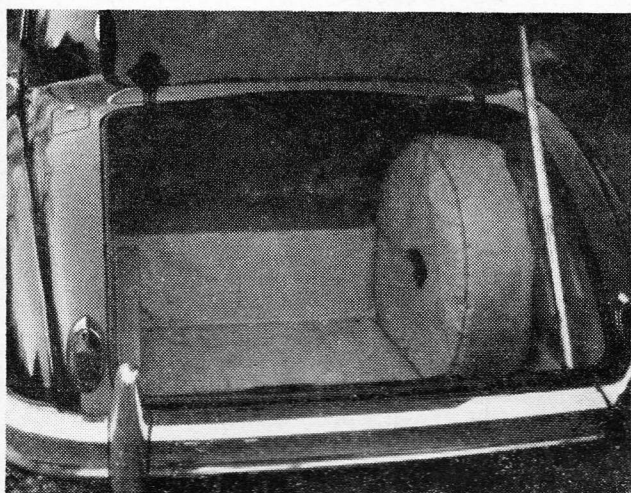


later discovered that this was only in the nature of a warning. If a slippery corner be entered at a fair speed, the rear of the car has some tendency to run

this premonitory kick that an increase of speed is inadvisable. Obviously, by stamping the accelerator on to the floor, a driver would be asking for a spectacular rear end breakaway under such circumstances. Provided that he realizes that 220 b.h.p. is a lot of horsepower, however, he is unlikely to do anything so foolish. One would not advise the average owner to handle this luxury car as he would a sports model, but controlled skids may be indulged in with impunity by the more experienced conductor.

The power steering is wholly delightful in town, and renders even parking a pleasure. Under these conditions, it is literally impossible to feel that there is any assistance, the big Jaguar simply responding like a good small car. On the open road, one tends at first to overcorrect a skid, but this can be overcome with practice. When driving on an icy road, I held the wheel only with the tips of the fingers, and in this way I soon cured myself of my clumsiness in controlling skids. This steering is sufficiently high geared to subdue the rear end when it breaks away on such surfaces.

It must be admitted that in the past  
(Continued overleaf)



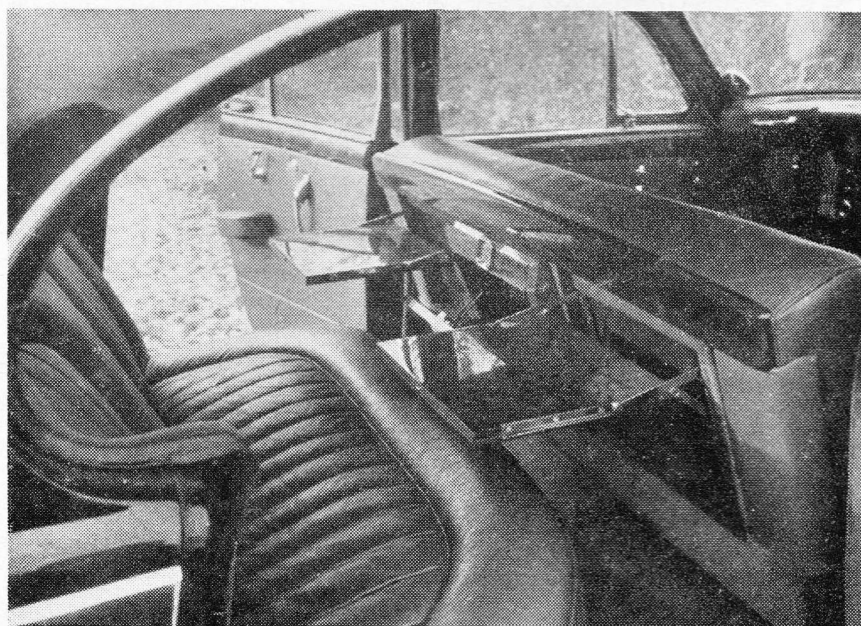
★  
**TWIN PETROL TANKS** in the rear mudguards leave room for an exceptionally large luggage boot.  
★

power unit makes it a particularly happy companion for an automatic transmission. By avoiding too heavy a pressure on the accelerator, one may retain the direct drive for most of a day's march. The big machine accelerates so well in top gear that to employ the kick-down is merely to gild the lily. This wide speed range on the direct drive gives smooth and jerk-free travel, and is also advantageous to the fuel consumption figures. If the full potential of the 220 b.h.p. engine is employed continually on the indirect ratios, a petrol consumption worse than 14 m.p.g. is likely to be the result.

The silence, smoothness and general luxury of the car must be praised very highly. Perhaps the body is not so sensationally quiet over certain road surfaces as that of the Jaguar 3.4, but it must be rated as good by normal standards. For anything but town work, I would prefer to inflate the tyres a little above their recommended pressures, in the interests of roadholding.

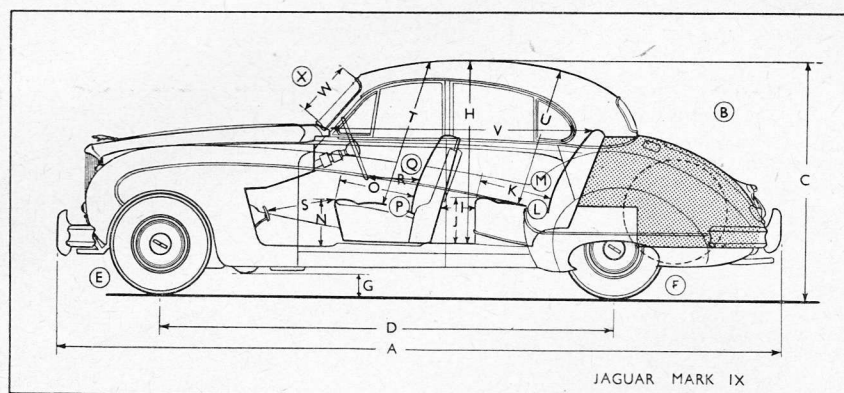
During my test, wet and icy roads were a frequent hazard. I felt at first that the tail was somewhat lively, but

wide, but that is all. There is no need for any sudden correction, and many drivers will be glad to be informed by



**PASSENGER COMFORT** is well catered for, with folding trays and a luxurious, soft, thick pile carpet for the rear-seat traveller.





### Dimensions

- |   |   |
|---|---|
| <b>A</b> Overall length, 16 ft. 4½ ins.                                 | <b>N</b> Height of front seat cushion, 1 ft. 0 ins.                     |
| <b>B</b> Overall width, 6 ft. 2 ins.                                    | <b>O</b> Depth of front seat cushion, 1 ft. 8½ ins.                     |
| <b>C</b> Overall height, 5 ft. 3 ins.                                   | <b>P</b> Overall width of front seats, 4 ft. 7¾ ins.                    |
| <b>D</b> Wheelbase, 10 ft. 0 ins.                                       | <b>Q</b> Overall width of front seats between arm rests, 4 ft. 1½ ins.  |
| <b>E</b> Front track, 4 ft. 9½ ins.                                     | <b>R</b> Steering wheel to seat squab, min. 11½ in., max. 1 ft. 4½ ins. |
| <b>F</b> Rear track, 4 ft. 10½ ins.                                     | <b>S</b> Pedals to seat cushion, min. 1 ft. 4½ ins., max. 1 ft. 9½ ins. |
| <b>G</b> Ground clearance, 7½ ins.                                      | <b>T</b> Front head room, 3 ft. 3½ ins.                                 |
| <b>H</b> Interior height, 3 ft. 8½ ins.                                 | <b>U</b> Rear head room, 3 ft. 8½ ins.                                  |
| <b>I</b> Width between front and rear seats, min. 6½ ins., max. 11 ins. | <b>V</b> Overall interior length, 5 ft. 8 ins.                          |
| <b>J</b> Height of rear seat cushion, 1 ft. 1½ ins.                     | <b>W</b> Depth of windscreen, 1 ft. 0½ in.                              |
| <b>K</b> Depth of rear seat cushion, 1 ft. 8 ins.                       | <b>X</b> Overall width of windscreen, 4 ft. 2½ ins.                     |
| <b>L</b> Overall width of rear seat, 4 ft. 11 ins.                      |   |
| <b>M</b> Overall width of rear seat between arm rests, 4 ft. 4 ins.     |   |

### Specification and Performance Data

**Car Tested:** Jaguar Mark IX saloon, price £2,162 17s, including automatic transmission and purchase tax.

**Engine:** Six cylinders, 87 mm. x 106 mm. (3,781 c.c.). Twin overhead camshafts operating inclined valves in light alloy head. 8 to 1 compression ratio. 220 b.h.p. at 5,500 r.p.m. Twin SU carburetters. Lucas coil and distributor.

**Transmission:** Borg-Warner automatic transmission, incorporating hydraulic torque converter and three-speed planetary gearbox. Divided propeller shaft with central steady bearing. Hypoid rear axle, ratio 4.27 to 1.

**Chassis:** Box section chassis frame. Independent front suspension by wishbones and torsion bars. Burman power-assisted recirculating ball steering. Rear axle on semi-elliptic springs. Girling telescopic dampers all round. Dunlop disc brakes with Lockheed servo. Bolt-on disc wheels

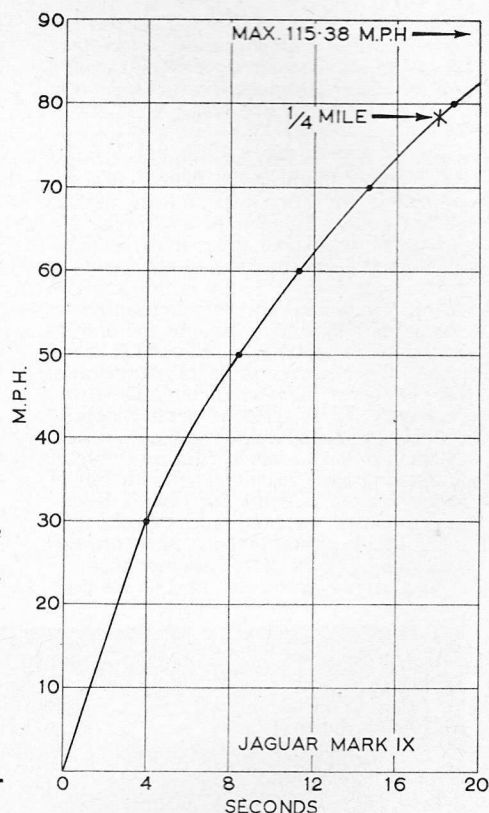
fitted Dunlop Road Speed 6.70 x 16 ins. tyres with inner tubes.

**Equipment:** 12-volt lighting and starting. Speedometer, rev-counter, ammeter, oil-pressure, water-temperature and fuel gauges. Two clocks. Three cigar lighters. Two-speed self-parking windscreen wipers and washers. Self-cancelling flashing direction indicators. Spot and fog lights. Radio with wind-up aerial (optional).

**Dimensions:** Wheelbase, 10 ft. Track, front 4 ft. 9½ ins., rear 4 ft. 10½ ins. Overall length, 16 ft. 4½ ins. Width, 6 ft. 2 ins. Turning circle, 37 ft. Weight, 35½ cwt.

**Performance:** Maximum speed, 115.38 m.p.h. Standing quarter-mile, 18 secs. Acceleration: 0-30 m.p.h., 4 secs.; 0-50 m.p.h., 8.4 secs.; 0-60 m.p.h., 11.2 secs.; 0-70 m.p.h., 14.6 secs.; 0-80 m.p.h., 18.5 secs.

**Fuel Consumption:** 14 m.p.g.



Acceleration Graph

the heavier Jaguars have stressed their brakes somewhat highly. The adoption of Dunlop discs has now overcome the fading problem, which greatly increases the pleasure of fast motoring. On very wet roads, the rear brakes of the test car sometimes seemed to grip first after one had driven for some time without a brake application. Under all other conditions, the brakes were progressive, extremely powerful, and in fact beyond criticism.

Although the Jaguar Mark IX is such a large and powerful machine, it is no more difficult to service than any ordinary car. Curiously enough, the twin-camshaft engine is entirely straightforward, and need not deter any competent mechanic. As is usual these days, regular greasing is best done on a hoist, but the chassis design is conventional. The excellent instruction book fully covers the routine maintenance of the power-assisted steering and the Borg-Warner transmission, which may be unfamiliar to the new owner or his chauffeur. The fully equipped, built-in tool compartments have for long been a Jaguar feature.

The Mark IX is a luxury car with an immense reserve of power, and it gives to its driver and passengers a sense of well-being that is difficult to put into words. How do they make them for the money? I think this is where we came in!

*A BENCH-TYPE front seat is used and the steering column is adjustable. "Visibility is slightly marred," says Bolster, "by the rather shallow screen and rear window, while the driving mirror obstructs the driver's view of his left front mudguard."*

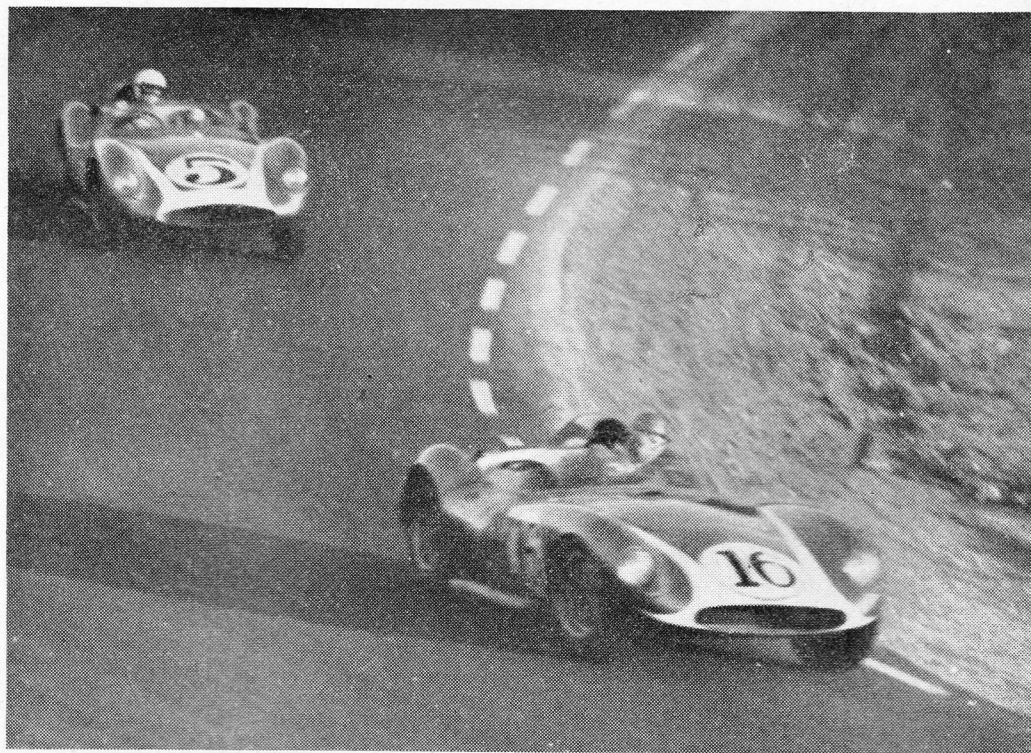




**FOLLOW MY LEADER** — Lance Reventlow in the left-hand drive Corvette-powered Scarab leads teammate Chuck Daigh in a similar right-hand drive car as shadows lengthen on California's "Little Nürburgring".

**N**EARLY everyone conceded that Lance Reventlow's 5.5-litre Scarabs were almost unbeatable on a long circuit with plenty of straights, a course where 360 b.h.p. at 6,000 r.p.m. could be used, or where 400 pound-feet of torque might come in handy. But, the final test of the Scarab's worth, they said, would be on a course where brakes and handling characteristics would be paramount. The third running of the Laguna Seca road races provided such a test and the all-American Scarabs were spectacularly successful.

When Hollywood movie makers want to film the beautiful coast line of Scotland, they often settle for the Monterey Peninsula along the Northern California Coast. Here one finds some of the finest scenery in the world; the charming town of Carmel-by-the-Sea; the City of Monterey, the ancient Spanish capital of California, and the locale of much of John Steinbeck's writings; and the community of Pebble Beach with its fine golf courses and the much noted site of some of the first post-war sports car



**In their last West Coast appearance with Lance Reventlow's Equipe, the Scarabs tackled Laguna Seca, the "Little Nurburgring" of N. California, with decisive results**

## THE ACID TEST By GORDON H. MARTIN FOR SCARABS

races held in the U.S. When the Pebble Beach course was finally abandoned a couple of years ago, an organization known as SCAMP (Sports Car Racing Association of Monterey Peninsula) built a new circuit in the mountains about 10 miles from the coast, which has come to be heralded far and wide as one of the finest in the world from the point of view of the spectator, since 75 per cent of the scenic circuit is visible from most vantage points.

Since the inaugural race a year ago (see AUTOSPORT, 17th January, 1958) the drivers who have tackled the exacting circuit have learned that it demands the utmost in skill and very few mistakes. The 1.9-mile Laguna Seca (Spanish for "dry lake") course runs around a lake which this year contained over six feet of water. The narrow circuit features several high-speed bends, no straights worthy of the name, some steep climbs, a very wicked series of downhill esses, and no place where anyone can get up to much over 110 m.p.h. All this adds up to a course where big displacement cars have been notoriously unsuccessful.

Ask Carroll Shelby about Northern California's "Little Nürburgring". About a year ago he was humbled, as were other big-name drivers in big cars who were ignominiously defeated on this narrow, twisting circuit. Since no car

with over 3-litre displacement had ever won a main event at Laguna Seca, Lance Reventlow's Scarabs were given only an outside chance as race time neared and speculation mounted. The long-awaited moment of truth was near and the chequered flag would settle all arguments.

There was plenty of action in store for the week-end crowds; some of it unfortunately of the unpleasant variety. Laguna Seca always racks up a fearful toll of bent machinery, and it's a rare race that doesn't gladden the heart of some body-shop proprietor. But this festive week-end got off to a bad start on Saturday when an M.G. got off the circuit and into the crowd, resulting in

three spectators being hospitalized. More bad luck was to follow.

By the time Saturday's qualification races were over several cars had flipped and everyone hoped for a better day on the morrow, but it wasn't to be. Fate somehow stored up its vengeance and unloosed it all at once. An unofficial count at the end of both days of racing revealed that 13 cars were rolled during the week-end, several being demolished, one driver was critically injured, and several others were hospitalized.

### Formula 3 Battle

The calibre of racing was excellent, however, and the crowd was treated to several exciting duels it will long

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**"COME ON, LET'S GET OUT OF HERE".** They said the Scarabs couldn't do it at Laguna Seca, but Lance Reventlow proved them wrong. Here a tired but pleased Reventlow takes girl friend, movie starlet Jill St. John, for a well-earned victory lap.





*SNOWSWEEP LANDSCAPE: A "through the windscreen" view of the road between Poznan and Slubice.*



cold, was almost perfect. A hefty lunch was consumed at the famous Belgica restaurant, and then we set off on the Autoroute for Brussels, Liège and Cologne. Nearing the last-named the roads were very slippery, and we found a first-rate little hostelry run by a Dutchman, where dinner, a comfortable room, and breakfast was so cheap as to be almost ridiculous.

In Western Germany it was snow and ice all the way, and the autobahn to Berlin was extremely dangerous. Passing other vehicles was hazardous, because the frozen snow thrown up by the plough was not only deep, but tended to send cars broadside. Eventually we reached Helmstedt, the Soviet-controlled post between West and East Germany. Getting into East Germany was a lengthy business, requiring the signing of numerous papers, the acquisition of a special visa, and constant showing of passports to police, soldiers and officials. I must say

## FROM BEHIND THE IRON CURTAIN

With the Warsaw Starters in the Monte Carlo Rally in a Sunbeam Rapier

Part 1

By GREGOR GRANT

WHEN the starting points for the 28th

Monte Carlo Rally were announced, it seemed to me that it would be a good gimmick to go from Warsaw. In addition to Athens and Stockholm, the route avoided the sojourn in the Massif Central, which faced other starters, and we knew from experience, that this region, given normal wintry weather, might stop the entire entry. With straight roads including many autobahnen, the chief difficulties facing the Warsaw contingent were going into Austria from Germany, and from Italy over Montgenevre to Briançon. Naturally, a good deal of snow and ice was to be expected, particularly in Poland and Eastern Germany, but we decided to take a chance that the vital routes would be kept open to traffic.

With me went Irishman Brian McCaldin, a most experienced rallyman and a pleasant companion. The car was a perfectly prepared Rapier, with several rallies to its credit. Apart from accessories, it was a completely standard 1958-59 model. Norman Garrad gave us a complete choice of equipment, but we settled for a couple of spare wheels with Norwegian self-sharpening chains, and Dunlop Weathermasters all round. As Poland is outside the famous Rootes umbrella, a comprehensive selection of spare parts had to be carried. Great attention was paid to interior and exterior heating, the scuttle having a deflector scoop to direct engine heat on to the screen; inside, "Perspex" deflectors assisted the normal vents on the inside of the screen. The snow deflector was located after air-flow tests, and as we eventually discovered, kept the screen completely free in the heaviest of blizzards, without having to use wipers at all. The seating was extremely comfortable, the passenger having a Reutter-pattern reclining seat, with fitted shoulder-harness; the driver's seat had hip supports, and was rather similar to

those used in sports-racing cars designed for long-distance events.

Travelling with us were George "Pop" Jopp, Cyril Lipstone and Paul Emery in their modified Wolseley. Right from the start, we experienced typical "Monte" conditions, the road from London to Southend airport being like a sheet of glass. After flying over to Ostend by Channel Air-ferry the weather, though

that the passport officer, although he spoke neither English nor French, did his utmost to help us. He had a list of Monte Carlo Rally cars, which he carefully checked. We had to make a careful list of currency we carried, and we were warned that we would be unable to buy any East German marks. Fortunately we had all filled our petrol tanks to the brim.

In direct contrast to West Germany, the autobahn was almost devoid of traffic, except for army convoys of heavy vehicles. It was a case of "ca' canny" all the way, for the road was completely ice-bound and terribly slippery. We had



FIRST HALT—in Poland was to fill up at a petrol station at Slubice. (L. to r.) "Pop" Jopp, the author, Cyril Lipstone, Paul Emery and Philip Fotheringham-Parker.



had to pay DM 10 for the privilege of using the autobahn, as well as DM 5 each for our visas. Strangely enough, except for a cursory examination of passports, there was no delay in getting into the Western sector of Berlin. We stayed a couple of days there, in the superb Berlin Hilton in the American Sector, one of Europe's most modern and comfortable luxury hotels. Outside it was bitterly cold, with occasional heavy snow showers. However, the authorities were quick to treat the roads, and send out snow ploughs where required.

West Berlin is full of well-dressed people, and the shops are crammed to the limit with every conceivable type of goods. The food shops are remarkable for the wide variety of their stock, and things do not appear to be very expensive. Food, on the whole, is excellent, but like most German restaurants, there is far too much of it.

East Berlin was very derelict-looking, with much evidence of heavy bombing during the war. Even after nearly 14 years, little attempt has been made to do any rebuilding. Traffic is much thinner than in the West, and one saw many very elderly vehicles being used, as well as late-model East German cars such as the Wartburg. We lost our way, and had great difficulty in finding the proper route, owing to the fact that the maps supplied in the West, bore little relation to those used by the East Germans, as many street names had been changed.

We ploughed our way through the snow on the Berlin-Frankfurt-on-Oder autobahn, where almost the only traffic was military, including a convoy of heavy tanks and mobile guns. Frankfurt retains its pre-war character, but there didn't appear to be many cars or people around. On the other side of the bridge lay Slubice and the Polish frontier. Leaving East Germany and entering Poland took some considerable time, for only one car at a time is allowed to pass through the barrier, and others must wait until the one in front has been cleared.

The Polish authorities were anxious to help, and the Polish A.C. had sent a representative to fix up insurance, and to lend each "Monte" entrant 1,000 zlotys, for petrol and so on to get to Warsaw. At this frontier we met Philip Fotheringham-Parker and Jack Wiggin, with the Christine Bruce Productions film car—a Zephyr. They had only travellers' cheques which they were unable to cash anywhere, but we were able to lend them some zlotys.

Petrol was of such low octane value that I swear that the Rapier engine



*LANDMARK: The Sunbeam Rapier, dwarfed by the immense Palace of Culture and Science which dominates the centre of Warsaw.*

pinked on tick-over. However, we had been told that 100-octane would be available on the rally. When filling up at Slubice, the entire town seemed to appear and gape at the "foreigners". Wearing a natty Persian lamb fur hat, made for me by Mike Anthony, I was addressed several times in what must have been Polish, so I must have looked like a local!

The question of obtaining petrol is serious in winter, for pumps are few and far between, and are only open for a few hours each day. To get from

Poznan to Warsaw, we had to search for the pump-owner in some town with an unpronounceable name, and eventually unearthed him at home. We filled up with his obnoxious mixture and pinked on our way.

Roads are, on the whole, excellent, and the sign-posting on the main roads we used is as good as anything I have ever seen. I heard later that the Polish A.C. had been wanting more signs for years, and that officialdom relented and gave them permission to erect hundreds of new signs when it was learned that there would be a Warsaw start for the "Monte".

We had several narrow escapes from accidents; following the Wolseley, we soon discovered that villagers were completely unused to seeing more than one car at a time, and had a dangerous habit of running into the middle of the road to look after it. With snow and ice on the surface, it was not always easy to make sudden swerves. On one occasion, a cyclist was so interested in turning his head to watch our approaching car that he ran smack into a tree and did a most beautiful somersault.

Another hazard is the presence of unlit horse-drawn carts, and none of the cyclists seem to have ever heard of lamps or reflectors. Anyway, we arrived safely in the sprawling city of Warsaw, where drivers never give signals, turn in any direction at will—all on skating-rink surfaces. Asking our way to the Grand Hotel Orbe, we found the inevitable local who spoke English—a most peculiar language which began "Good-bye I tak Ingleese 'ello. Gran 'ottell? Virst



*PAPERS—PAPERS! A Polish security officer making one of the numerous examinations of carnets, passports, etc., at the Polish-East German frontier post leading to Frankfurt-on-Oder.*





links yes on go." Finally a taxi-driver led us there in his Zim or Ziss.

The Grand Hotel Orbe is most imposing, but the interior finish and decorations are scarcely what one might call "five star", there being a suggestion of shoddiness as if materials are difficult to obtain. However, it is comfortable if rather too well-heated, but a good restaurateur would whip up the rather slow service. Every room has an imposing radio which apparently can get every possible station; oddly enough, only Warsaw and Moscow seemed to come through. TV sets can be supplied on application.

No praise can be high enough for the officials of the Polish A.C., who went all out to make the Warsaw start a success. Scrutineering and sealing were carried out speedily in a well-heated and well-lit garage, and each competitor was supplied with a most detailed route map covering the entire rally route to Monte Carlo.

"Pop" Jopp was the British representative asked to meet the President of the Polish Republic. On the evening before the start, the Club organized a tremendous banquet in the enormous Palace of Culture and Science. Vodka, of course, was a feature of the meal, and when I made to pass the bottle to the

#### OPEN SESAME:

(Above) The frontier posts are opened, and the Rapier is ready to follow Behra's Citroën over the Oder bridge to Frankfurt in East Germany.

MISHAP: (Right) O'sca Swahn's Volvo, after a stone had penetrated the windscreen near Poznan. A new screen was fitted at Hanover, but the car collided with a lorry near Augsburg and arrived at the finish extremely bent.

man next to me, I found that everyone had a bottle to himself or herself. All entrants were made honorary members of the club, and presented with handsome car badges. As "Chief of British Film Unit", Danny Carter was also made a member. During one of the many courses I was called down to the kitchen to do a piece for the B.B.C. This was achieved amidst near-chaos, with waiters

falling over themselves to get food up to the guests.

After the banquet, "Popski Joppski" and I were royally entertained at the Pink Elephant Club run by the staff of the British Embassy. Petty pilfering is fairly rife in Warsaw, and we were told that when Embassy officials park their cars in the street, they remove wind-screen wipers and anything else which could be quickly whipped.

The remainder of our party, in search of fur hats, found that with the rate of exchange (67-70 zlotys to £1), these were most expensive, a really good one costing over £30. However, although it is strictly illegal, shopkeepers will offer good terms for currency such as Deutschmarks, dollars and so on. If they didn't, there appears to be a thriving black market in currency at every street corner. Warsaw also has



its Teddy Boys, but they were nothing to the type we later encountered in Gdynia.

Brian McCaldin and I were invited to lunch by M. Bihwn, Catering Director of the Pod Iglica Restaurant in the Palace of Culture and Science. He certainly did us well, and is a most interesting man altogether, speaking several languages fluently. The food was beyond reproach, and this restaurant is to be thoroughly recommended.

I thought that the start of the Mille Miglia was something, but have never seen such huge crowds as gathered to watch competitors set off from Warsaw. It was almost impossible to find the starting control owing to the densely packed mass of humanity. Huge arc lights glared, film cameras were set up everywhere; eventually armies of police pressed back the eager crowds, and some semblance of order was restored. The British Embassy was there in full force to wish us "God speed". We set off through lanes of tightly packed spectators, many of whom had Union Jacks. For several kilometres we had to go very slowly, as there was scarcely room to pass between the rows of people, who, impervious to the bitter wind and driving snow, lined the route well past the city limits.

The road to Danzig was dangerous  
(Continued on page 218)



CHRISTMAS WEATHER for Danny Carter (extreme left) and his film unit Zephyr outside the Grand Hotel Orbe in Warsaw. Men on the right are club officials.





*WINNING FORM* was shown this time by Frank Lewis (Cannon), who was well among the leaders at lunch and gradually crept ahead to win by a sound margin.

left and right, with the usable ground tightly defined by trees. The early even numbers found this especially difficult, and Chandler reached 5 to get higher than anyone. Tony Marsh reached 8, and this was something like the average. Jackson, however, then went bowling right up to 2 with no apparent trouble, and although this climb was later bettered, it caused eyebrows to be raised in all directions. The odd numbers climbed later in the day and with less difficulty. Outstanding climbs here were by Frank Lewis, who scored the only clean, Reg Phillips (1), Peter Highwood (3), Bernard Dees (3) and Ron Kemp (3).

Next came another long twisty section with great distances between the 12 and 11 markers, and an even greater distance between 11 and 10! Most competitors managed to reach 8 or 9, but Jackson

**A** FIRST-CLASS entry and a splendid day formed the background to this season's Clee Hill Trial, held in the Kinver, Staffs, area on 1st February by the Hagley and D.L.C.C. A well-run total of 15 hills, each of which was tackled twice in two laps, resulted in a win for Frank Lewis by a clear margin from Tony Alldred.

Full coverage of the event was a little difficult, as the two "laps" were covered simultaneously by the odd and the even numbered starters. Splitting oneself in two is a difficult and uncomfortable procedure which was not attempted, and for this reason there may well have been excellent performances which passed unnoticed: no offence meant!

Access to the hills was by well-sign-posted paths, and the even numbers went first to the "Bowl" sections. These were situated, not surprisingly, in a bowl-shaped depression in the woods, with a surface of leafmould which was liberally covered with rapidly thawing frost. First of these hills started on a gentle gradient, turned right then left and continued steeply up the hill. This one stopped the entire entry, the majority of competitors reaching 6 only. Eric Jackson, back from the Monte with no sign of loss of form after his excursion into another form of motoring sport, reached 7; Frank Lewis climbed to 5, a splendid effort that only Reg Phillips could equal. Eric's climb was equalled by Percy Barden, Peter Highwood, Tony Marsh, Ernest Chandler, whose Volkswagen-powered machine performed better than it had done in Kent a couple of weeks earlier but was excluded by the scrutineers, Ron Kemp, who was fresh from a victory in the Peterborough M.C. Warco Cup Trial a week before, and Tony Alldred, among others. Bernard Dees made 6 on this one.

Bowl 2 curved up a twisting bank to finish with a steep, tight turn round a tree. Jackson made 6 on this one, Frank Lewis got to 5, as did Bernard Dees. For the rest, 6 was as high as anyone

## A Win For Frank Lewis

Excellent Entry for Hagley and D.L.C.C. Clee Hill Trial

climbed and several drivers found difficulty in leaving the start area.

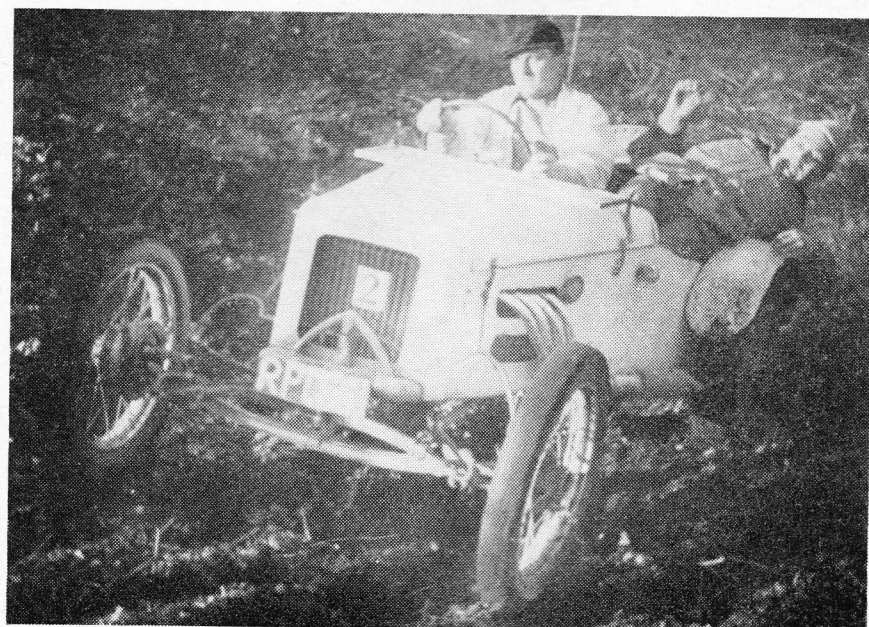
Last of the Bowl sections started on the level, with bare, loose earth for a surface. The course then turned right, round a tree, and then ran straight up on frost-covered leaves. Best here was 7, which was reached by Jackson, Lewis, Phillips, Highwood, Marsh, Dees, Geoff Newman, Kemp and Alldred, among others. Once again the start proved a little tricky, and there were several sets of double figures among the scoring here!

Next on the agenda for the even numbers was "Trees", another set of three hills where Eric Jackson demonstrated the kind of trials driving that wins B.T.R.D.A. Gold Stars with maximum points! First of the hills was a long and twisty one, through hairpins to

romped up to 6, only J. Deeley being able to equal this.

Last of the Trees sections ran straight up the side of the valley, with a nasty dip and bump near the start. Best average here was 8, and this score was credited to almost the entire entry. Best performance on the hill was shared by four competitors, Jackson again, Frank Lewis, Deeley and C. W. Pollard, whose immaculate car had carried him through to second place in the Warco Trial.

Last two hills before lunch for the even numbers were the Plantation series. First of these was a long one which climbed diagonally across the side of a valley, the course defined very closely by trees and markers. This hill gave little difficulty for the early party, and many people climbed to 4, including



*A FIRST-CLASS AWARD* was won by last season's Gold Star winner, Eric Jackson, who is here seen changing sunlight for shadow!



*VICTOR in the Warco Cup trial a week earlier, Ron Kemp was out of luck in the Hagley event. Nevertheless, his "bouncer" still had to work hard!*

Rex Chappell, Geoff Newman, and Ron Kemp. Best performance was put up by Frank Lewis, who reached 1 before stopping, and even Eric Jackson stopped at 2.

Last of the pair was much more difficult, curving right on an adverse camber and on up the hill. Best climbs here were made by Jackson and J. S. Berry, both of whom struggled as far as 7 before coming to a halt.

Then came lunch, and the "half-time score": Eric Jackson was, it seemed, in the lead with a total of 61 penalties, but his position was by no means secure, for Frank Lewis was close behind him with 63. Then came J. Deeley (66) and Reg Phillips (69) with Bernard Dees (72) in fifth place. Doing very well was E. J. P. Reynolds in a blown Dellow, who was by no means a force to be ignored among a field of very specialized trials cars.

In the afternoon the order was reversed, and the even numbers climbed the hills which the odd numbers had tackled in the morning. First of these were "Edge 1 and 2", both tightly defined, winding channels through the trees. First of them was easy, only one competitor in the entire field failing to complete a clean climb.

Edge 2 was not quite so simple, and Lewis, Highwood, and Newman were among those who failed, surprisingly enough.

Then came two hills in a steeply sloping field, both on grass surfaces. The first of these climbed a steep gradient to sharp right and left, then right again in a sort of "C"-shaped diversion about half-way up. There were a great many cleans on this one, too, although once again Frank Lewis was unlucky.

Second of this pair was another run up a steep grass bank with a nasty bend soon after the start where the course went through a hedge! Cleans and



failures were about equally divided on this section, and it proved to be Eric Jackson's turn to stop, making 7. Frank Lewis's luck changed and he found himself among the cleans again, but another who was stopped at 7 was Rex Chappell.

The next three hills were back in the woods, and all three proved to be stoppers with no-one reaching the top. First of the trio was twisty, tight and steep, on the sort of dark, loose earth that congregates beneath trees, and the best achieved here was 3, this being shared by Lewis, Phillips, Deeley, Highwood, Nick Moor, Alec Francis and Tony Alldred. Eric Jackson had to be content with 4, in company with Tony Marsh, Rex Chappell, Geoff Newman and Ernest Chandler, among others.

"Wood 2" turned sharp right, then weaved through a hairpin left-hander before turning sharp right again—all on an adverse camber. Best here was Eric

Jackson, who reached 2, while Frank Lewis was also out on his own in reaching 3, the remainder doing well to make 4 before giving the hill best.

Last of the three was very similar in character and once again Jackson was best, although only reaching 6. Among those who reached 7 were Phillips, J. Berry, Highwood, Newman, Pollard, Kemp, N. Carr, W. W. Swaby and Tony Alldred.

This one completed the climbs, and the field then started on their second attempts. Scoring on these followed roughly similar lines, for the most part, very few of the hills appearing to have improved with use.

Full results were published in last week's issue, but it may be repeated that Frank Lewis made the best performance with 111 marks, followed by Tony Alldred with 124.

MARTYN WATKINS.



*ALSO out of luck was Peter Highwood, who nevertheless gained a first-class award after improving during the afternoon's sections.*

## Recent Results

### HARROW C.C.

Evening Rally, 24th-25th January

Best Performance: J. L. Shears/L. Buntin (TR2).  
First Class Awards: E. J. H. Noad (Jaguar 2.4);  
M. W. Perry (Sunbeam-Talbot). Novices, Best  
Performance: S. Dove/H. Dove (Ford). First  
Class Award: E. Pantlin (Porsche).

### WOLVERHAMPTON AND S. STAFFS C.C.

Rally, 18th January

Best Performance: R. H. Stretton (Volkswagen).  
Class Awards: J. Hook (Standard); D. T. Donnelly  
(Vauxhall); A. D. Winsor (Wolseley) and J. G.  
Gwilliam (Morris 1000). Team Award: R. H.  
Stretton, A. D. Winsor.

### EAST ANGLIAN M.C.

Winter Rally

Best Performance: John Clark (Victor); 2. T.  
Ray (Pennant); 3. Paul Steiner (Simca). Class  
Awards: T. Ray, P. F. Steiner and T. Raven  
(Sunbeam).

### TYNEMOUTH AND D.M.C.

Three Rivers Rally, 1st February

Best Performance: C. Carruthers/J. A. Pentney.  
Best Guest: P. G. Paulson/I. B. Wilson. Best  
T.D.M.C.: D. S. F. Thompson/D. J. K. Stephenson.  
Best Navigators' Team: Miss A. S. R.  
Murray, W. M. Ross and J. Spark (Durham A.C.).



*AMAZING performance was put up by Piper and his obviously brilliant navigator, N. C. Cooper, in one of the new four-wheeled TG500 Messerschmitts. They completed the rally without penalty.*

THE mixture provided by the Thames Estuary Automobile Club for the Cat's Eyes Rally on 7th-8th February was very much the same as previous years, a converging route, an "any order" section, a very tight navigational section, an "Eight Clubs" section, and a final average speed section through the early morning. Unfortunately for the organizers, however, the weather man failed to provide the usual snow and ice, with the result that some 16 competitors succeeded in completing the route "clean". All the more credit, therefore, to K. Piper and N. C. Cooper, who, having got their four-wheeled Messerschmitt "Cabin Cruiser" round without loss of marks, managed to beat two Sprites, a TR3 and a Healey 100/6 as well as other less potent



## A Messerschmitt Wins The "Cat's Eyes"

T.E.A.C. National Event Won by K. Piper/N. C. Cooper

machinery in the driving tests to win the event outright.

More than half the 190 entrants chose Lambs of Woodford as their starting point, the remainder starting from Little Brickhill, just north of Dunstable. From these two points, the two columns of cars made their way direct to the main control on the Hog's Back, near Guildford. Here most crews had sufficient time in hand to top up the cars and have a quick cup of tea. After a short four-mile section to get clear of the control, the rally started in earnest with 10 route checks and a time control to be visited in any order. As these points were scattered over three maps and the time control had to be visited within a certain time, there was quite a bit of head scratching by navigators trying to decide which was the best route. According to the organizers, there were two ideal solutions, but in actual fact no two competitors seemed to tackle the problem in the same way, and some

### Provisional Results

**Best Performance** (Cat's Eyes Trophy): K. Piper (Messerschmitt), 0 marks lost. **Navigator's Award:** N. C. Cooper.

**Noilly Prat Trophy** (best touring car): D. H. Thompson/K. S. Kaye (Anglia), 0.

**Production Touring Cars, up to 1,300 c.c.:** D. H. Thompson/K. S. Kaye (Anglia), 0; D. M. Barton/S. H. Chesson (VW), 0; P. Steiner/B. Cumbers (Simca), 0. **1,301-1,600 c.c.:** R. Cooke/Miss E. Cooke (Riley 1.5), 0; J. H. Adams/W. Thompson (Riley 1.5), 0; J. Hayes/A. Rhodes (Riley), 0. **1,601-2,600 c.c.:** 1, Capt. Commerford/L. M. Chandler (Zephyr), 5; 2, J. Reynolds/D. J. Findlay (Zephyr), 20; 3, P. C. Cobb/M. C. Cobb (Zodiac), 25. **Over 2,600 c.c.:** 1, Capt. Preston (A95), 70; 2, R. Randall/F. A. Freeman (A90), 95; 3, G. Parkes/G. Howarth (Jaguar 3.4), 145.

**Production Grand Touring Cars, up to 1,300 c.c.:** H. Appleby/Dr. McGhie (Sprite), 0; J. Sprinzel/S. Turner (Sprite), 0. **1,301-1,600 c.c.:** 1, S. P. Freeman/L. C. Eversden (M.G.A.), 5; 2, K. G. Cramp/B. H. Vallis (Hillman), 20. **1,601-2,600 c.c.:** 1, R. Michalkiewicz/E. Clarke (TR3), 0; 2, B. Harper/R. Crellin (Morgan), 5. **Over 2,600 c.c. and Special Cars:** W. J. Wood/G. Heard (Healey 100), 0; R. M. Richards/G. C. Davies (Wolseley), 0.

**Club Teams:** 1, Advertising M.C. (Cooke, Steiner, Freeman), 55; 2, Marconi A.C. (Hayes, Porter, Richards), 80. **Individual Teams:** 1, Bimcu Boys (Hayes, Porter, Richards), 80; 2, Moonbeam Team, 180.

even had difficulty in locating one or two of the points, although they were all clearly visible from the car. This section took the cars south to near Petersfield, then west to just beyond Winchester. To avoid the possibility of cars converging on route checks from all directions, with the obvious chance of a monumental "prang", all the route checks and controls had a direction of approach specified, and disregard of this resulted in exclusion from the rally. As a surprisingly large number of the apparently unmanned route checks did in fact have a marshal checking direction of approach, competitors were very careful about this extremely sensible regulation. Throughout the night the standard of driving seemed much higher than has been the case in some recent events, slower competitors giving way to faster cars at the first possible opportunity.

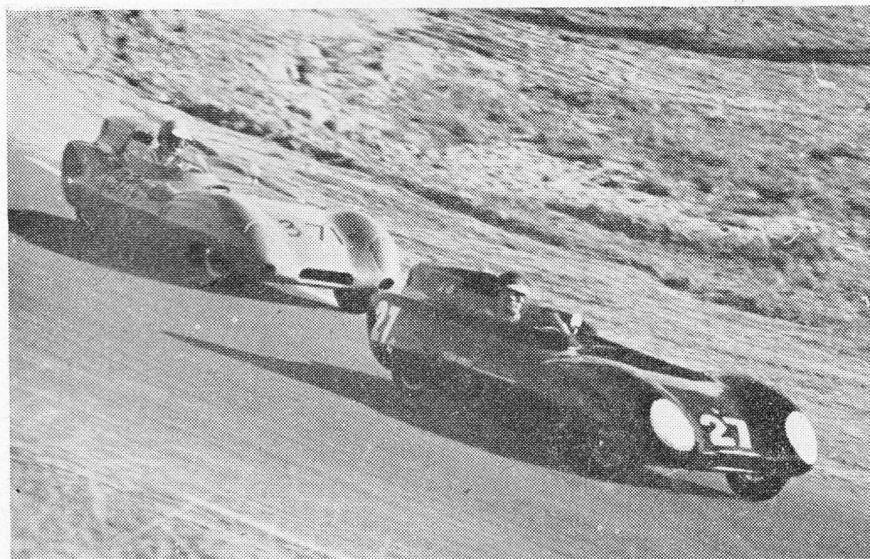
After the "any order" section, a closed route led to the supper stop at Southampton Airport for an hour's break, then a further closed route card led back to the start of the "dicey" section. This consisted of three sub-sections, respectively 33½ miles with four time controls and 16 route checks, 29½ miles with three time controls and 11 route checks, and 17½ miles with three time controls and seven route checks, the shortest distance between two time controls being five miles with three route checks on the way. All this at a 30 m.p.h. average! Needless to say, this effectively sorted out the first class navigators from the remainder of the entry, and a light frost helped to keep drivers on their toes. Tyre marks suggested that one or two competitors had their moments, but there were no reports of any serious incidents. All the route checks were very clearly visible boards with a single letter or number on them, but as the route twisted and turned backwards and forwards the navigators were very hard pressed to plot the points and at the same time keep the driver on the correct route, which led eastwards from Eastleigh, along the line of the Downs to the Petworth area.

(Continued on page 218)

*PIT-STOP for Paul Steiner, who tops up his Simca's tank on the way to a class win and a clean sheet on the rally as a whole.*







### Acid Test—continued

remember. The first of these fierce battles occurred in Sunday's Formula 3 race. Rolf Roth, in a Cooper-Norton, led from start to finish, but the scrap for second place had the crowd's undivided attention. John Fox (Cooper-Norton) safely held second place until Johnny McLaughlin (also in a Cooper-Norton) finally managed to disengage himself from the pack and set out after Fox. Although driving a slower car, McLaughlin took advantage of every inch of pavement in the turns and any mistakes Fox might have made and slowly closed the gap between them. Then lap after exciting lap the two drivers were at it hammer and tongs. McLaughlin would outcorner Fox, then try to slipstream him as Fox would pull ahead of the slower car on the straights. McLaughlin became the underdog and the crowd cheered him on, especially when he finally managed to edge by Fox and stay in front at last. McLaughlin was consolidating his lead when his luck went up in a dust cloud as he tangled with some hay bales, and to the great consternation of McLaughlin and his thousands of fans, Fox flew by into second place again before McLaughlin could get restarted. Final result: Fox second, McLaughlin third.

### Duel of the Lotuses

The race for non-production cars of up to 1,100 c.c. capacity offered a dramatic duel between Skip Conklin and Stan Peterson that would have warmed the heart of the most jaded race enthusiast. Both were driving identical Mark XI Lotuses, and two more nearly equal cars and drivers are seldom seen. They were locked in combat for the entire length of the race and so outdistanced the rest of the field that almost everyone was lapped by the flying pair. First Conklin was leading, then Peterson. Conklin took the lead and Peterson re-passed. Around and round they went, neither losing or gaining an inch on the other. Inevitably the chequered flag was unfurled, the issue was in doubt to the very end when Conklin just happened to be in front and he won by a hair, and a very thin hair at that. Jim Lowe was third in another 1,100 c.c. Lotus Mk. XI, and his wife Marion took fourth in an identical car.

The fabulous name Porsche Spyder

was etched even deeper in racing history during the race for 1,100 to 2,000 c.c. non-production cars. Jack McAfee was favoured to win this one with his Porsche 550RS Spyder, sporting a new 1,600 c.c. RSK engine, but not without determined opposition from Ken Miles in a regular Porsche 550RS. Also in the running were a couple of 2-litre Ferraris, two 1.5 Lotus Mark XVs, and last but not least in the field of 22 cars was the ex-Miles, ex-McAfee Porsche-Cooper, owned and driven by Charles Howard III.

Although Charles Howard is a new name in road racing, the name Howard itself is synonymous with racing in the United States, for the Howard family is world-famous for the finest horse racing stables in California and their most successful horse was the famous "Seabiscuit". The recent road racing successes of young Charles might even alter the racing emphasis of this speed-conscious family. After all, take away the betting on horses and how many people would turn out just to watch horses run around a track. Now in motor racing. . .

★

**PORSCHEs—ONE, THREE, TWO**—That's the order in which these three cars finished the race. Jack McAfee in a Porsche 550 Spyder leads Charles Howard III in a Cooper-Porsche and Ken Miles in another 550 Spyder, during one of the most exciting races of the meeting. McAfee won by only 2 secs. from Miles and newcomer Howard finished close behind after leading Miles for most of the race.



**FINEST DUEL OF THE WEEK-END**—Skip Conklin (27) momentarily ahead of Stan Peterson in a race where the lead changed several times each lap. Conklin finally won the non-production under 1,100 c.c. race by inches. The pair drove identical 1,100 c.c. Lotuses.

When the flag dropped McAfee dashed off in the lead with Howard's Pooper (Porsche-engined Cooper) in hot pursuit. Miles was third, Pete Lovely and Pat Pigott, both driving 1.5 Lotuses, were fourth and fifth, and Gordon Glyer was moving up fast in the 2.0 Ferrari. Howard hung on to second place for dear life, while Miles used all the old tricks and invented some new ones trying to get past. At last Miles squeaked past and started closing the gap on the flying McAfee who was lucky to have Howard as a deterrent to Miles for so many laps. By this time Pigott was out of the running after trying to widen the road at a point where a solid earthen bank refused to yield. Glyer moved up to fifth place with his usual steady and calculating technique.

Drivers are most often remembered for their wins, but let the record show that Miles never drove better than he did when trying to catch McAfee. He had every available horsepower working for him, used every inch of pavement on the fast turns as he drifted through, on the sharp corners his full four-wheel power slides were absolutely frightening, and all the while he wore a most determined yet happy grin you ever saw. He was obviously enjoying himself immensely. He never caught McAfee, it's true, but even with a slower car Miles was able to close the gap to 2 secs. before the chequered flag ended his gallant effort. McAfee won yet another race in this, his most successful year in some time, and clinched the under 1,600 c.c. Championship crown for the Western United States.

### Scarabs on Trial

The cards were heavily stacked against the Scarabs for the over 2-litre non-production main event, or so it seemed. The high quality of the opposition made an imposing sight on the starting grid.



Arrayed against the two Scarabs were such worthy opponents as Richie Ginther, winner of the last Laguna Seca race, this time aboard the latest 3.0 Ferrari; Bill Krause and his 3.8 D-type Jaguar, third place winner in the recent Riverside Grand Prix; Bill Pollack in a new 4.6 Lister-Corvette; Jack Graham's 3.0 Aston Martin; Fred Knoop in the 1,600-lb. Huffaker Special (5.2 Corvette engine); and among the remaining entries was the one car that has beaten the Scarabs more often than the Scarabs have beaten it, namely, Max Balchowsky and his "Ole Yaller", a very old and very ugly 5.4 Buick Special that can't be retired because it continues to delight everyone by still winning an awful lot of races. "Ole Yaller" is truly a living, breathing legend.

The signal went out for the 12 drivers to start their engines.

Lance Reventlow sat calmly in No. 16 Scarab, the engine throbbing away, while the entire Reventlow pit crew swarmed around Chuck Daigh in the No. 5 Scarab which stubbornly refused to start. Seconds ticked by like hours as the snarling pack strained at the leash and engines grew hotter. Finally the starter, Harold Broughton, ordered Daigh's Scarab removed from the grid so the race could start. At that moment baulky No. 5 burst into life, Daigh ventured a nervous little smile, the disgusted starter dropped his flag and the race was on.

Reventlow rocketed into the lead, Ginther was next, followed by Daigh, Krause, Pollack and Balchowsky. Ginther had nicely split the Scarab team, but on lap three Daigh aimed his Scarab at the number two spot and the hapless Ginther fell to third. Scarabs in first and second! Pollack took fourth away from Krause on lap three, Balchowsky went past Krause on lap four and on lap five Krause blew up the engine on his D-Jaguar. On lap five Pollack went straight when the road turned, and before he could extract the Lister-Corvette from the pile of hay bales, Balchowsky slipped by into fourth. That was as close as Balchowsky came to the Scarabs. He didn't appear the next time around and it was later reported that the "giant killing" Laguna Seca had yet another victim. Tired "Ole Yaller" had burst its engine.

Daigh moved in close behind Reventlow and the Scarab procession reminded one of the Fangio-Moss parades of a few years ago when both were driving for Mercedes Benz. Ginther kept the two in sight, but that was all his considerable skill could manage. From the third to the 18th and final lap the two Scarabs roared gaily around the circuit, pounding home one never to be forgotten fact, to wit: a well designed and constructed all-American car can handle as well as the best Europe has to offer, and it can go like the clappers to boot. (A recent road test of a Scarab in *Road and Track* revealed that its top speed is 169 m.p.h., its acceleration is 0 to 60 m.p.h. in 4.2 secs., 0 to 100 m.p.h. in 9 secs., and that it covered the standing quarter-mile in 12.2 secs., clocking 120 m.p.h., all with regular race gearing and not exceeding 6,500 r.p.m.)

Lance Reventlow won the race (34.2 miles in 24 mins. 41 secs.; averaging 83.22 m.p.h.), Chuck Daigh second (less than one second behind), Richie Ginther third (7 secs. behind) and Fred Knoop fourth (40 secs. behind). On a circuit

### ★ THREE CORNER- ING TECHNIQUES

—Andy Porterfield (283), who finished second behind Bob Bondurant (not shown), shows Jim Payne (36) and Hugh Harn (171) how to get a big, fast Corvette around a sweeping down-hill bend in the least possible time. Corvettes took the first four places in the production over 2,000 c.c. race.

★

### Results

**Production, Class H and G (750-1,300 c.c.):** 1, Dick Hayward (Alfa Romeo); 2, Jack Gleghorn (M.G. Mk. 1D); 3, Chuck Nelson (Alfa Romeo). **Class H:** John Nelson (Fiat-Abarth).

**Formula 3:** 1, Rolf Roth (Cooper-Norton); 2, John Fox (Cooper-Norton); 3, Johnny McLaughlin (Cooper-Norton).

**Production, Class F (1,300-1,600 c.c.) plus Alfa Veloces:** 1, Frank Aldous (Alfa Veloce), 73.2 m.p.h.; 2, Willie West (Alfa Veloce); 3, Dr. Peter Talbot (Porsche). **Fastest lap:** Aldous, 1 m. 32 s.

**Production, Class E (1,600-2,000 c.c., plus Porsche Supers and Austin-Healeys):** 1, Ronnie Bucknum (Porsche Super), 72.3 m.p.h.; 2, Lew Spencer (Morgan-TR3); 3, William Hinshaw. **Fastest lap:** Bucknum and Spencer, 1 m. 32 s.

**Production, Class B, C and D (2,000 c.c. and up, plus Porsche Carreras):** 1, Bob Bondurant (Corvette) (race stopped at 10 laps because of accidents); 2, Andy Porterfield (Corvette); 3, Fred Grant (Corvette). **Class C:** Robert Byrd (Jaguar XK 150S). **Class D:** Don Dickey (Porsche Carrera). **Class B:** Bondurant.

**Non-Production, Class G and H (up to 1,100 c.c.):** 1, Skip Conklin (Lotus Mk. XD), 76.8 m.p.h.; 2, Stan Peterson (Lotus Mk. XD); 3, James Lowe (Lotus Mk. XD). **Class H:** Dr. Wm. Molle (Fairchild-Panhard). **Class G:** Conklin. **Fastest lap:** Conklin and Peterson, 1 m. 27.5 s.

**Non-Production, Class E and F (1,100-2,000 c.c.):** 1, Jack McAfee (Porsche Spyder), 82.20 m.p.h.; 2, Ken Miles (Porsche Spyder); 3, Charles Howard III (Cooper-Porsche). **Class F:** Pete Lovely (Lotus Mk. XV). **Class E:** McAfee. **Fastest lap:** Miles, 1 m. 21.6 s.

**Ladies' Race (all classes):** 1, Josie McLaughlin (Ferrari 250TR), 70.8 m.p.h.; 2, Laurie Wood (Austin-Healey); 3, Charlotte Duncan (Lotus XD). **Fastest lap:** McLaughlin, 1 m. 34 s.

**Non-Production, Class B, C and D (over 2,000 c.c.):** 1, Lance Reventlow (5.5 Scarab), 83.22 m.p.h.; 2, Chuck Daigh (5.5 Scarab); 3, Richie Ginther (3.0 Ferrari). **Class B:** Reventlow. **Class C:** Don Hulet (Jaguar-Corvette). **Class D:** Ginther. **Fastest lap:** Reventlow, 1 m. 20.5 s.

where 110 m.p.h. is about the highest speed obtainable, the Scarabs came of age.

\* \* \*

**Laguna Seca Notes:** After following his "boss" for lap after lap, Chuck Daigh was asked if he could have overtaken Reventlow. He replied, diplomatically: "If it had been anyone else but Lance I would have tried. But on this narrow course it would have been a touch-and-go proposition, risking both team entries. Why gamble?" . . . This was the first time that the California Sports Car Club has attempted to put on a major race outside the Southern California area. The Northern California Region of S.C.C.A. usually puts on the races for SCRAMP and were somewhat hurt at the intrusion of a group from 400 miles away. SCRAMP, however, has



stated that all contracts for organizations wishing to put on races at Laguna Seca will continue to be on a race-to-race basis with any responsible organization. This apparently leaves the way open for professional promoters seriously to consider the course for future events, in addition to the amateur groups. . . . The Cal Club came in for a barrage of criticism by journalists in the Northern public Press because of the number of accidents that took place. This may have been triggered by the animosity caused by a group other than the Northern S.C.C.A. group staging the event. An objective analysis of the various mishaps indicated that the contributing factors were pretty widely spread, and that SCRAMP, the Cal Club and the S.C.C.A. drivers and organization must all share the blame, if any is due. . . . SCRAMP's cocktail party for the Press on Saturday night was one of the finest we've seen and in keeping with their high calibre of Press relations. . . . Gordon Crowder, critically injured in a three-car accident, when all three cars rolled over and all were demolished, is out of danger and recovering satisfactorily. . . . Lance Reventlow's girl friend, auburn-haired movie starlet Jill St. John, who greeted the winner with a big kiss at the end of the main event, proved that Lance's good taste is not limited to fine cars. . . . Spectators complained that they couldn't see the Saturday races and the famous Pebble Beach *Concours d'Élégance*, as they were held concurrently, as usual! (Someone should certainly work out a schedule that rectifies this problem that spoils the gala week-end for thousands every year!) . . . The most beautifully staged *Concours d'Élégance* in the United States was held Saturday a few miles from the course on the lawn that slopes down from Del Monte Lodge to the sea.

This year the display featured Rolls-Royce, and a record number of 15 were included in the 100 carefully prepared cars presented to the viewing public. After the judges had narrowed the choice for Best of Show down to two cars, Dr. Milton Roth's immaculate red 1934 Alfa Romeo Mille Miglia roadster and Jack Nethercutt's beautiful 1930 DuPont Town Car, the 15 judges argued for over two hours before Nethercutt's entry was finally selected.



**CONCENTRATING HARD,** Ron Flockhart presses on with the B.R.M. on his way to a record-breaking win.

3-litre Ferrari after seven laps. Tom Clark made ninth spot with his 3½-litre Super Squalo and might have finished higher up the list if he had not had to stop to remove a piece of paper that blocked off a portion of the radiator. Like Ken Harris, who finished 10th with the ex-Wharton Monza Ferrari, Clark completed only 62 laps and in point of fact was headed off by an old Cooper-Bristol driven by Gilbert.

Although McLaren and Sid Jensen had no chance of holding Brabham and Flockhart, their performances with the smaller cars were simply fantastic. McLaren put in two laps in 1 min. 26.4 secs. and Jensen with the 1,500 c.c. car put in one in 1 min. 27.8 secs. Jensen's time was only .3 sec. outside the lap record set last year by Archie Scott-Brown with the 3.8-litre Lister-Jaguar! Moreover these two Cooper drivers were models of consistency and seldom was there a variation of more than 2 secs. in their lap times.

The first practice session was held early in the evening before the race and it was at once apparent that, like the New Zealand Grand Prix, records were going to fall. They all felt their way quietly for a start and circulated fairly sedately, but later on when time trials

## B.R.M. Wins in New Zealand

Lady Wigram Trophy won by Ron Flockhart  
(B.R.M.) from Jack Brabham (Cooper-Climax)

By PETER GREENSLADE

**H**EADED by the B.R.M. it was Britain one, two, three and four in a record-breaking Lady Wigram Trophy at Christchurch on 24th January.

An almost record crowd went crazy when Ron Flockhart received the chequered flag after cutting out the New Zealand classic of 150 miles in 101 mins. 4 secs.—a breath-taking 89 miles an hour—just 2.7 secs. ahead of Jack Brabham in the works 2,200 c.c. Cooper-Climax.

Then came Bruce McLaren with his 1,960 c.c. Cooper and Sid Jensen with his 1500 model.

What a race it was! Flockhart led for the first seven laps. Then Brabham took over to the 24th lap. Flockhart went to the front again, but Brabham took him in the 38th tour. Finally, in the 47th the Scotsman got the B.R.M. in front and remained there until the end. New Zealanders have never seen anything like it before. On his 64th tour Brabham went round in 1 min. 22.6 secs.—about 92.5 miles an hour—and in his 69th tour Flockhart replied with a new record of 1 min. 22.2 secs.

Right to the last few fleeting seconds it looked like either man's race, although there were some who had a sneaking suspicion that Flockhart could have taken the B.R.M. round even quicker. If such was the case, Flockhart cut things mighty fine, and it is hard to believe that the B.R.M. driver was not going just as fast as he could.

These two were the only ones to complete the 71 laps. McLaren was flagged off having completed 69. Jensen made 68 and the next three, Johnny Mansell (250F Maserati), Bob Gibbons (Lycoming Special) and Merv Neil (1,960 c.c. Cooper) made 66 laps.

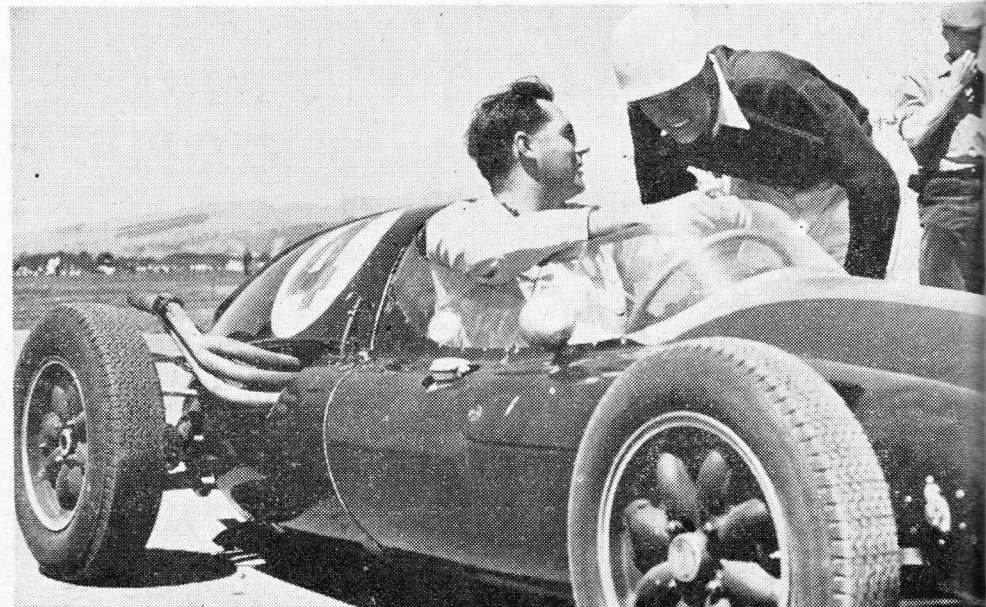
Thirty-one cars came to the grid and 20 were still running when Flockhart and Brabham crossed the line. But the 15th placeman, Max Richards (Austin-Healey 100S) had completed only 55 laps at that stage.

The four British cars were running just as sweetly at the end as they did at the start.

Like the New Zealand Grand Prix, the trophy race turned into another Italian *débâcle*. Mansell made a valiant attempt with the old ex-Moss ex-Ross Jensen 250F Maserati but could not hold the Coopers. Ross Jensen was out after five laps with the gearbox casing of the El Salvador Maserati split.

Pat Hoare, the Christchurch Hope, retired with broken piston rings in his

★  
*VICTOR'S LAURELS*  
for Ron Flockhart and  
a share of them for  
second man home,  
Jack Brabham.



**PRE-RACE CHAT:** Ron Flockhart, the eventual winner, chats with Jack Brabham (seated in car) just before the start of the race.



for grid positions were held things started to hum.

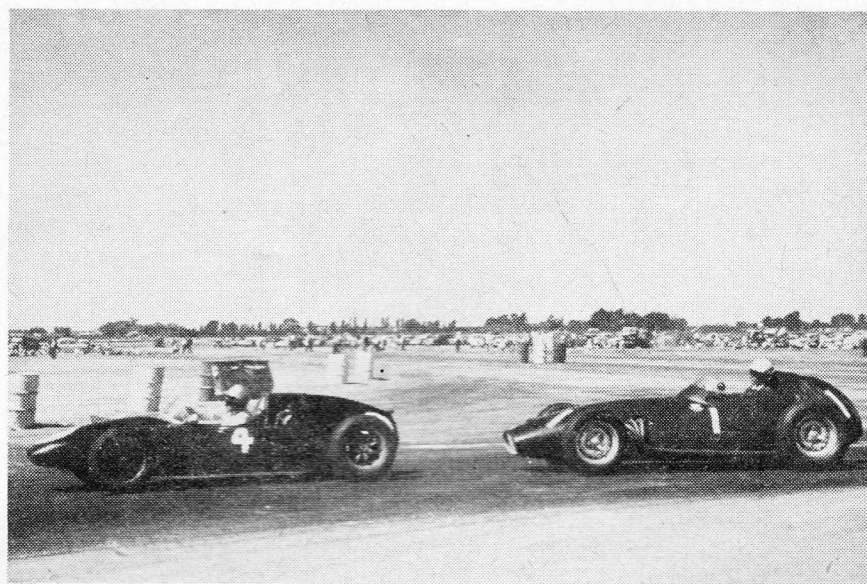
Flockhart appeared to be on the limit of adhesion in the slightly off-cambered control tower bend, but was able to leave his breaking point for the chicane that closely follows it much later than anyone else. Brabham was very steady and so were McLaren and Sid Jensen, but Ross Jensen with the El Salvador 250F did not look at all happy.

When it was over, the official best times caused quite a stir. Flockhart with 1 min. 21.6 secs. had bettered 93 miles an hour. Brabham was 1 sec. slower. Then came McLaren with 1 min. 25.3 secs., Ross Jensen with 1 min. 26.2 secs., Sid Jensen with 1 min. 27 secs., Tom Clark with 1 min. 27.2 secs., Mansell with 1 min. 28 secs., Pat Hoare with 1 min. 29.3 secs. and Bob Gibbons with the New Zealand-built Lycoming Special with 1 min. 30 secs.

The morning dawned and it was a typical Wigram day with the temperature in the seventies. Fortunately a slight wind came up later and cooled things a little. However, by the time the field for the trophy race had completed its warm-up lap the heat, combined with the morning's races, had brought the tar to the surface on some bends and cement was scattered on the patches in an effort to provide some adhesion.

As is usual, the field looked a motley assortment especially beyond the fourth row on the grid. The positions were:

Flockhart (B.R.M.)	Brabham (Cooper)	McLaren (Cooper)	R. Jensen (Maserati)
S. Jensen (Cooper)	Clark (Ferrari)	Mansell (Maserati)	
Hoare (Ferrari)	Gibbons (Lycoming Spl.)	Gilbert (Cooper- Bristol)	Cantwell (Tojeiro- Jaguar)
Shuter (Maserati)	Lawton (Cooper)	Campbell (Maserati)	
Pierce (Austin-Healey)	Palmer (Lotus)	Neil (Cooper)	Blackburn (Citroën Spl.)
Macmillan (Cooper)	Richards (Austin-Healey)	Young (Jaguar C)	
Kennard (Corvette-Healey)	Beggs (Mistral)	Levis (R.A.L.)	Jennings (M.G.A)
Watson (Puma)	Harris (Ferrari)	Shelly (Cooper)	



*JACK BRABHAM holds a tenuous lead in the 2.2-litre Cooper-Climax. The cars are streaming out of the hairpin and heading towards the Esses.*

Harris had not put in a timed lap for a grid position and Shelly was not even present when the flag fell. He was still working on his Cooper which made a late start.

Down came the flag and Flockhart made a perfect getaway. He swung out across the other front-row men to take up a line for the left-hander, Hangar Bend. McLaren was right behind him, with Sid Jensen in the orange Cooper next up beside Brabham. Ross Jensen was slow with the El Salvador Maserati. By the time they got through Control Tower Bend and the chicane, Brabham was tucked in behind Flockhart. The field started to stream out as the leaders swung round towards the back straight.

Flockhart completed the first tour in 1 min. 30.4 secs.—about 84 miles an hour—then came Brabham 1.8 sec. back, with .9 sec. to McLaren, 2.3 secs. to Sid Jensen and .8 sec. to Ross Jensen.

Next in line were Clark, Cantwell,

Neil, Mansell, Shuter with the old 4CL Maserati, Hoare, Gibbons and Dick Campbell with the 4CLT Maserati. The last to come round was Watson in the pretty little A35-engined Puma.

The margins remained the same the next time round and there were no alterations in the major positions. Flockhart now settled down to lap steadily at 88.58 miles an hour and Brabham started to gain slightly.

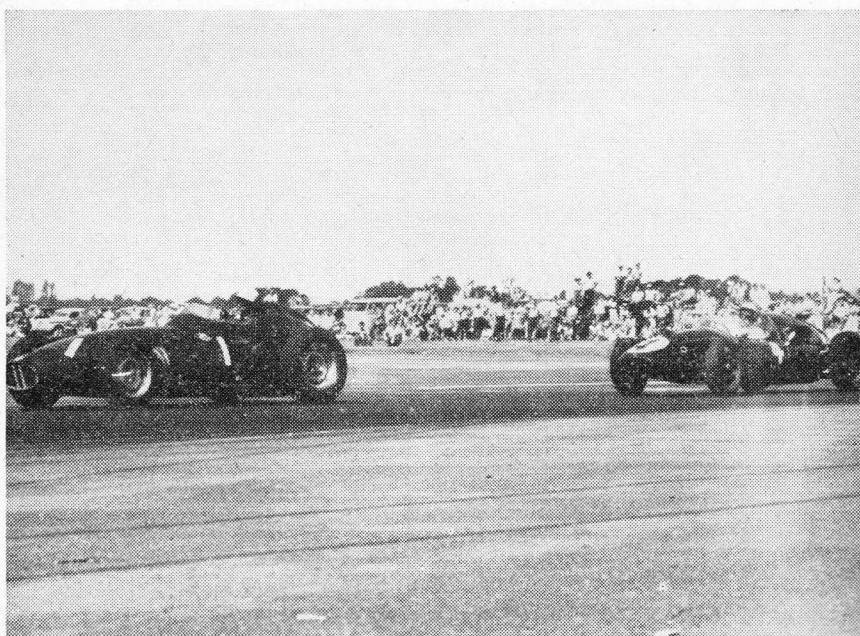
Ross Jensen took the Maserati past Sid Jensen to be fourth behind McLaren at the end of three laps, but his stay was a short one. Two laps later Sid was ahead again and Ross coasted into the pits. After a brief inspection the car was wheeled away to the dead car park. His day's racing was over.

At this early stage the leaders began to lap the tail of the field and all the time Brabham was gaining on the B.R.M. After seven laps he slipped to the front and the order then was Brabham, Flockhart, McLaren, Sid Jensen, Clark, Neil, Cantwell, Mansell, Gibbons, Hoare and Campbell.

The next time round the order was still unchanged but Hoare made a pit stop. He went out and completed another tour and then the Ferrari followed the El Salvador Maserati into the dead car park with broken piston rings—a recurrence of the trouble that put Hoare out of the running at the first meeting of the season at Teretonga Park late last year.

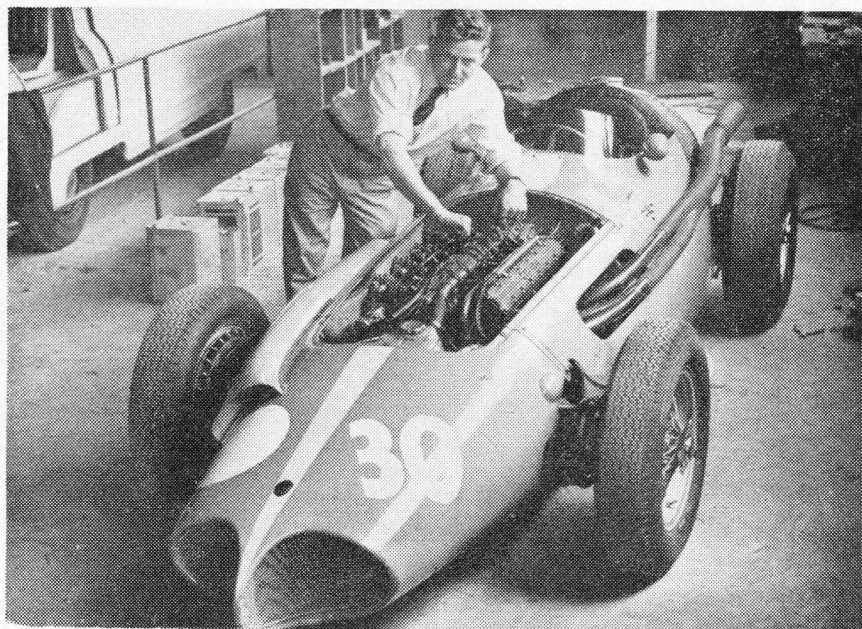
Although Brabham was in front, he did not make any effort to increase the pace and continued to go round at about 86.5 miles an hour. It was obvious that the Cooper-Climax and the B.R.M. were capable of rather more, but it was also obvious that the drivers were not anxious to show their full hands so early in the race.

Brabham, still holding the same pace, completed his 10th lap with Flockhart still on his tail, then there was a fair gap to McLaren and another to Neil in



*INTO THE HAIRPIN go the first two home, Flockhart and Brabham. The two cars staged a fine battle for most of the race.*





*A NEW MODEL from Maserati. Ross Jensen stands beside the bonnetless El Salvador 250F Maserati. Note radiator treatment and carburettor intake.*

the other 1,960 c.c. Cooper. He was followed by Clark in the Ferrari, who had Frank Cantwell right up with him in the Tojeiro-Jaguar which was really motoring, then came Mansell who was going steadily in the 250F, Gibbons in the amazing Lycoming Special and Shuter in the 4CL Maserati. There was really very little between Clark and Shuter and this bunch were racing in close company.

But the pace the leaders were setting was such that they were now beginning to lap this bunch. In the next 10 laps the major positions did not change, but Mansell and Gibbons gained some places. Clark drifted back to let the Maserati driver into sixth place, then came Clark, Gibbons, Cantwell and Campbell in the 4CLT Maserati. It was Campbell's first race with a big car. He has been a wizard with Cooper 500s and was treating the Maserati in much the same way. Through the chicane he was as fast as anyone but the left-hander into the pit straight was giving him something to think about and after having one spin which was followed by violent contact with a solid object, much to the detriment of the elongated nose fitted to the car, he treated this corner with more respect.

The only retirement in this stage of the race was that of Tony Shelly with the 1500 Cooper-Climax. He was lucky. A steering arm broke when he was negotiating the chicane, but, with judicious use of the throttle, Shelly kept everything as it should be and pulled up rather pale and shaken. He had completed 15 laps.

Kennard's Corvette-Healey, which had never really been in the picture, went out with a split oil pipe as Brabham completed his 20th lap. At this juncture people were beginning to wonder what Brabham and Flockhart had in mind. Admittedly they were clearing away from McLaren at the rate of

about 1 sec. a lap, and they were running in very close company, but they just did not seem to be racing.

The answer came soon enough. Round they came through the pit straight bend to start their 25th lap and the B.R.M. gathered in the Cooper-Climax. Flockhart took Brabham right in front of the grandstand and raised a cloud of dust with the right-hand wheels as he went on to the grass verge to get by. The crowd went nearly crazy with excitement. Into the Hangar Bend they went with barely daylight between them and Brabham held on to the B.R.M. like grim death. In the back straight Britain's Grand Prix hope for 1959 drew away slightly from the smaller Cooper. But this was only momentary as Flockhart braked much earlier for the hairpin at the end of the straight than Brabham, and once through the hairpin they were nose-to-tail again until they reached the long straight once more.

And all the time, of course, they were weaving their way through cars travelling 20 and 30 miles an hour slower. Time and time again they would take a slower car one on either side. The Wigram crowd had never seen anything like it before. The pace was going on

now and they were racing. Gradually the lap times got lower.

Half-distance came up and Brabham and Flockhart were miles in front of McLaren who had a good margin on Sid Jensen. Mansell moved up to be fifth and he was followed by Gibbons, Neil, Campbell, Clark and Cantwell. But Cantwell's racing was over for the day too. He had put up a grand effort with the sports-racer and at exactly half-distance he went out with trouble in the hydraulic mechanism in the clutch.

Out in front Brabham and Flockhart were still mixing it and on the 39th lap Brabham took Flockhart. The crowd was in an uproar and feelings were very mixed. On the one hand they wanted to see a B.R.M. victory. On the other hand they were most sympathetically disposed towards Brabham who has contested the trophy race three times now and, of course, was driving the smaller car. The positions had changed but there was absolutely nothing between the two cars. Flockhart would draw level with the Cooper in the long back straight, but Brabham would go away again as he left his braking later for the hairpin.

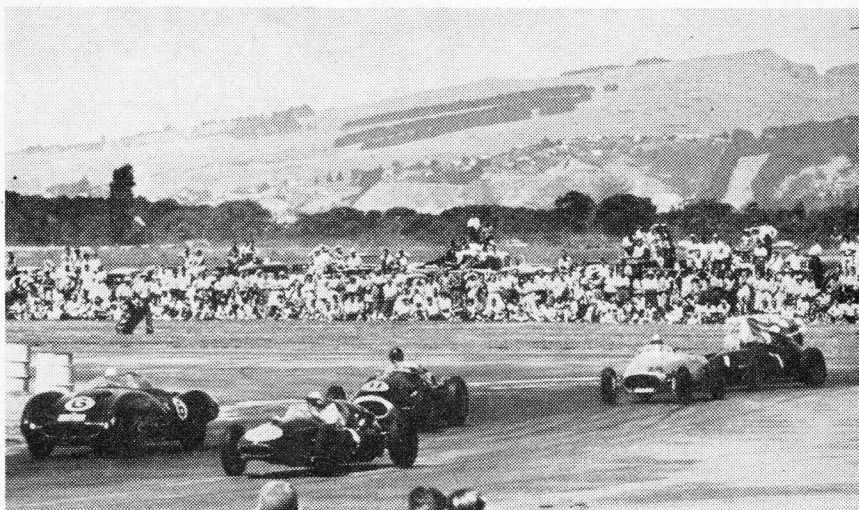
The sight of four or five slower cars negotiating the hairpin and the esses that follow left the Australian quite undaunted. With a couple of flicks of the wheel he would find an apparently invisible opening and slice through the bunch. Flockhart was a little more cautious and generally waited until everyone had more or less straightened up before turning on the power again.

They raced on to the 47th lap and the speed continued to increase, being now in the region of 91 miles an hour. Out of the left-hander leading into the pit straight they came. Flockhart was wide out and there was not much room left. He put the right-hand wheels on the verge once more and went past Brabham. It looked exactly like a slow motion film and again there was no daylight between them as they went into the Hangar Bend.

Flockhart completed his 50th lap with Brabham tucked in so close behind it looked as though the cars were touching. Then came McLaren almost two

*(Continued on page 212)*

*WEAVING THROUGH the slower boys as he laps them is Jack Brabham. Others are Cantwell (Tojeiro-Jaguar), Mansell (Maserati) and Gibbons (Lycoming Special). Flockhart waits to pass the bunch.*



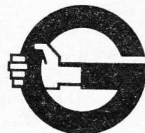


# GIRLING BRAKE SYSTEMS

*1958—Another great year of Successes*

- ARGENTINE GRAND PRIX—19th JANUARY**  
1st Cooper-Climax\*
- SEBRING 12 HOURS RACE—22nd MARCH**  
GRAND TOURING CLASS G  
1st Lotus\*
- GRAND TOURING CLASS 7**  
1st A.C.-Bristol\*
- GRAND TOURING CLASS 5**  
1st Alfa Romeo
- GOODWOOD—7th APRIL**  
EARL OF MARCH TROPHY RACE  
1st Beart-Cooper
- LAVANT CUP RACE**  
1st Cooper-Climax\*
- SUSSEX TROPHY RACE**  
1st Aston Martin DBR.2\*
- CHICHESTER CUP RACE**  
1st Lotus-Climax\*
- OULTON PARK—12th APRIL**  
BRITISH EMPIRE TROPHY RACE  
1st Aston Martin DBR.2\*
- AINTREE "200"—19th APRIL**  
FORMULA I  
1st Cooper-Climax\*
- FORMULA II**  
1st Cooper-Climax\*  
1,100 c.c.
- 1st Lotus-Climax\***  
OVER 1,100 c.c.
- 1st Lister-Jaguar\***
- SILVERSTONE—3rd MAY**  
PRODUCTION TOURING CAR RACE  
(OVER 3,000 c.c.)  
1st Jaguar 3.4-litre
- SPORTS CAR RACE (OVER 3,000 c.c.)**  
1st Lister-Jaguar\*
- SPORTS CAR RACE (UP TO 1,500 c.c.)**  
1st Lotus\*
- 1½-LITRE CLASS**  
1st Lotus\*
- 1,100 c.c. CLASS**  
1st Lotus\*
- FORMULA II RACE**  
1st Lotus\*
- MALLORY PARK—11th MAY**  
SPORTS CAR RACE—1,100 c.c.  
1st Lotus\*
- MONACO GRAND PRIX—18th MAY**  
1st Cooper\*
- MALLORY PARK—26th MAY**  
REDEX CHALLENGE TROPHY—  
1,100 c.c. CLASS  
1st Lotus\*
- CRYSTAL PALACE—26th MAY**  
SPORTS CAR RACE—UP TO 1,100 c.c.  
1st Lotus\*
- NURBURGRING 1,000 Km. RACE—1st JUNE**  
1st Aston Martin DBR.1\*
- ROUEN-LES-ESSARTS MEETING—8th JUNE**  
VI GRAND PRIX, ROUEN—  
750-1 100 c.c.  
1st Lotus\*
- ALPINE RALLY—4th/12th JULY**  
UNLIMITED CLASS  
\*1st Triumph TR3
- GENERAL CLASS**  
1st Alfa Romeo
- PRODUCTION CAR CLASS**  
(UP TO 2,600 c.c.)  
\*1st Ford
- REIMS 12 HOURS RACE—5th/6th JULY**  
1,100-1,300 c.c. CLASS  
\*1st Lotus
- SILVERSTONE—19th JULY**  
INTERNATIONAL SPORTS CAR RACE  
\*1st Lister-Jaguar
- SPORTS CAR RACE—1,100 c.c.**  
\*1st Lotus  
1,100-2,000 c.c.
- \*1st Lotus**  
TOURING CAR CLASS F  
1st Riley 1.5  
CLASS D  
1st Austin A105
- 3 HOURS RACE, CLERMONT FERRAND—27th JULY**  
\*1st Lotus
- BRANDS HATCH—4th AUGUST**  
KENT TROPHY—FORMULA II  
\*1st Cooper-Climax
- SPORTS CAR RACE**  
2,500 c.c. KINGSDOWN TROPHY  
\*1st Lister-Jaguar
- PRODUCTION SPORTS CAR RACE—1,600-3,500 c.c.**  
1st Frazer-Nash
- B.R.S.C.C. NATIONAL 1500**  
\*1st Lotus  
1,100 c.c. ROCHESTER TROPHY  
\*1st Lotus
- SALOON CAR RACE**  
1st Austin A105
- BRANDS HATCH—30th AUGUST**  
FARNINGHAM TROPHY RACE,  
UP TO 1,500 c.c.  
\*1st Lotus
- TOURIST TROPHY RACE, GOODWOOD—13th SEPTEMBER**  
\*1st Aston Martin DBR.1  
2,000-3,000 c.c. CLASS  
\*1st Aston Martin  
1,000-1,100 c.c. RACE  
\*1st Lotus-Climax
- OULTON PARK—20th SEPTEMBER**  
\*1st Lotus  
1,500-2,000 c.c. SPORTS CARS  
\*1st Lotus  
1,500 c.c. SPORTS CARS  
\*1st Lotus  
UP TO 1,100 c.c.
- \*1st Lotus**  
OVER 2,000 c.c. SPORTS CARS  
\*1st Lister-Jaguar
- AUSTRALIAN GRAND PRIX**  
\*1st Cooper-Climax

\* Indicate DISC BRAKE successes



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**DICK CAMPBELL** (4CLT Maserati) spins behind **Frank Shuter** (4CL Maserati) and young **Bruce McLaren** (Cooper-Climax). McLaren eventually finished third.

### Wigram Trophy Race—continued

laps back, Sid Jensen very comfortably in fourth place in the orange Cooper with no chance of catching McLaren and no chance of being caught by Mansell who himself was taking the Maserati around fast enough to have won the race three years ago.

Gibbons was next and not very far behind Mansell. Then came Neil, who had a fair lead over Clark, whose Ferrari at this stage had a large piece of paper that had been whipped up off the circuit partly blocking the radiator. Campbell was next, but he retired at this stage having previously made a pit stop to take on oil. However, the oil pressure was gone completely now.

Clark stopped to get rid of the paper and his motor was definitely very hot. It cost him a place. At 60 laps Flockhart and Brabham were still together. The B.R.M. just had the Cooper on sheer speed and acceleration. But there was not much in it, and Brabham was right up there by dint of leaving his braking later and cornering faster.

Behind came McLaren, Jensen, Mansell, Gibbons, Neil and a new face in the picture. It was that of Gilbert in the old Cooper-Bristol. He had been plugging along very steadily, keeping out of trouble and making no errors. Then came Clark and two more plodders—Ken Harris with the Monza Ferrari, and 17-year-old Jim Palmer with an 1,100 c.c. sports Lotus.

The youngster, whose father is George Palmer, a man who retired recently after a successful racing career with a Cooper-Bristol, was going well though hopelessly outclassed in his little car.

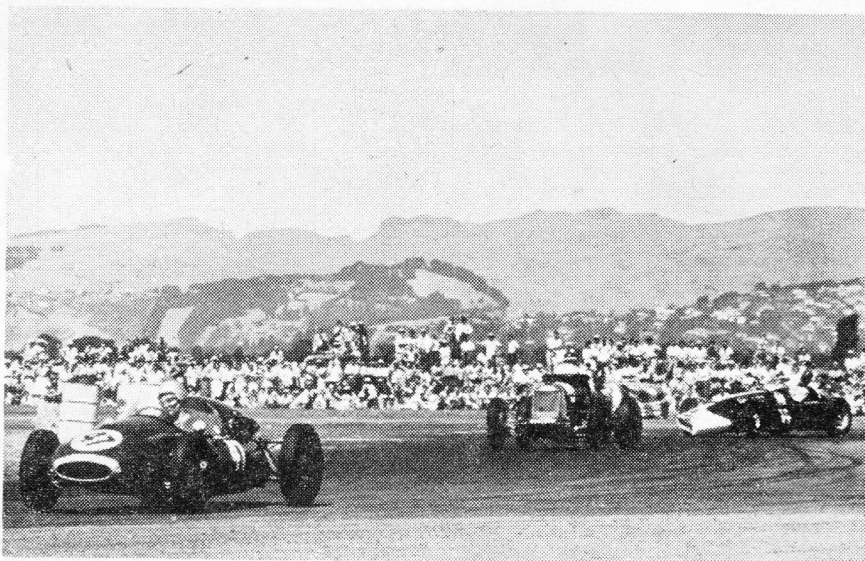
There was not much time left now and Brabham was getting the "faster" sign from his pit. He took the advice to heart and made his 64th tour in 1 min. 22.6 secs.—about 92.50 miles an hour.

That must have set the B.R.M. crew thinking because immediately Flockhart was given the "hurry up" too. He made his 69th tour in 1 min. 22.2 secs. and Brabham got the "faster" signal again, but he just shook his head and waved his hand palm downward indicating that he was going as fast as the Cooper would go.

So the best-ever Lady Wigram Trophy race ended—Flockhart first with Brabham a bare 2.7 secs. behind him. McLaren was two laps behind. Sid Jensen, after a magnificent drive, was three laps behind. Then Mansell, Gibbons and Neil who had each completed 66 laps.

The calmest people on the course appeared to be Flockhart and Brabham. Certainly everyone else appeared to be physically exhausted from the excitement. The cars? Well, the B.R.M. and the 2,200 c.c. Cooper-Climax had not missed a beat in the 150 miles and sounded just as sweet as when they were brought to the starting grid.

There was general jubilation in the B.R.M. camp as well as among the thousands of spectators. Few people have forgotten the late Ken Wharton's



### Result

1, R. Flockhart (Scotland) (B.R.M.), 101 m. 4 s.; 2, J. Brabham (Australia) (2200 Cooper-Climax), 101 m. 6.6 s.; 3, B. McLaren (N.Z.) (1960 Cooper-Climax), 102 m. 28.8 s., 69 laps; 4, S. H. Jensen (N.Z.) (1500 Cooper-Climax), 102 m. 35.3 s., 68 laps; 5, J. Mansell (250F Maserati); 6, R. Gibbons (Lycoming Special); 7, M. Neil (1960 Cooper-Climax), all with 66 laps; 8, L. R. Gilbert (Cooper-Bristol), 64 laps; 9, T. E. Clark (Ferrari); 10, K. Harris (Ferrari), 62 laps.

valiant effort with the old 1½-litre car in the 1954 race. Wharton was leading in the latter stages but the car broke down in about the second to last lap and Wharton pushed it home more than a quarter of a mile to take the third place behind the late Peter Whitehead (Ferrari) and Tony Gaze (H.W.M.). That race was run over 99.5 miles and the hairpin bend was eliminated making the circuit fractionally shorter and rather faster. Wharton made fastest lap at 89.37 miles an hour.

Jack Brabham has always liked the fast, open Wigram circuit and Flockhart was most impressed with it too. He reckons it capable of being lapped at better than 95 miles an hour by the topflight G.P. drivers.

There was general disappointment in Christchurch that the Temple Buell Piccolo Maseratis and Bonnier's special 250F were not at Wigram. But after the Ardmore débâcle the cars were sent back to Italy and on their showing in the Grand Prix it is hard to see how they could have been in the hunt at Wigram.

Jensen (Ross) did not appear very happy with his El Salvador 250F, which is rather heavier than the Piccolos and has larger brakes. In practice he seemed to be right on the limit and it looked as though the car was anxious to break away at the front on the off-cambered Control Tower Bend.

After the race Flockhart was mildly critical about the number of slow cars on the circuit. There was quite a lot of unintentional baulking and it is obvious that fields will have to be considerably weeded out in future.

The organization of the meeting was shocking. The large crowd sweltered in the sun while they waited for the first event to start more than an hour late.

Higher speeds this year and the big entry proved a slight embarrassment to

the lap-scorers and time-keepers. Moreover, the heat caused some of the watches to fluctuate a little and it was only after several hours of solid back-checking that minor placings in the trophy race were finalized.

\* \* \*

THE other feature event on the programme was the 50-mile sports car race. Last year this was won by Ken Harris with the ex-Wharton Monza Ferrari after Frank Cantwell punctured a tyre in the last lap while leading comfortably in his Tojeiro-Jaguar.

This time Cantwell made amends. He took the lead from the Le Mans start and narrowly held it from Harris to the finish. One mistake and Harris would have had him. In fact, this race was almost as close as the trophy race.

There were 16 starters, among them a D-type Jaguar, a C-type, two 100S Austin-Healeys, as well as a 100M, a 1500 Cooper-Climax and a 1,097 c.c. Lotus.

The margin between Cantwell, whose car has been bored out to 3.8 litres, and Harris was never more than 7 secs., and in the later stages about 2 secs. This race developed into a high-speed procession, the order being Cantwell, Harris, G. Lawton (1500 Cooper), A. Hyslop (D-type Jaguar) and J. Palmer (Lotus) for the greater part of the race, and they finished that way. The Austin-Healeys and the C-type Jaguar were outclassed. Cantwell's time was 38 mins. 15.4 secs.

As a point of interest that time would have won the 1953 Lady Wigram Trophy which was then a national event and was held over the same distance. Ron Roycroft driving a P3 Alfa Romeo won in 38 mins. 40 secs., averaging 78.8 miles an hour! Cantwell was averaging 82 miles an hour on some laps.

The saloon car race resulted in another easy win for Ray Archibald with a 3.4-litre Jaguar. He took the lead from the start and won easing up, covering the 25 miles in 22 mins. 19.8 secs.

This was certainly the best day's racing ever seen at Wigram and the Flockhart-Brabham duel will be talked about for a long time.





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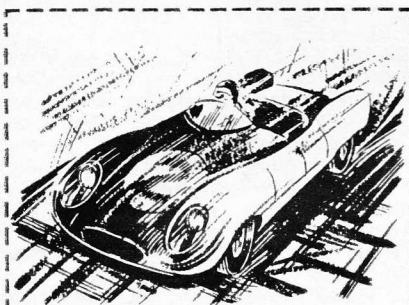
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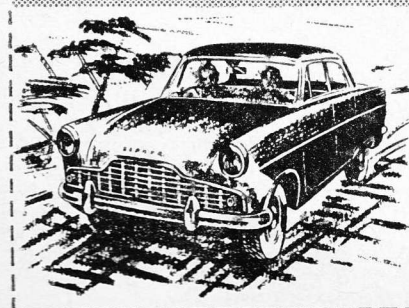


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## PENN PORTRAITS OF NORTHERN SPORTING PERSONALITIES

### No. 46—Fred Wilkinson

It is rather a coincidence that a short description of the J.B.W.-Ferrari, Brian Naylor's latest acquisition, should appear in *AUTOSPORT* of 2nd January, in which the writer stated: "The car has been designed and built from scratch by Fred Wilkinson, his brilliant chief mechanic", for at exactly the same time your Northern Editor was "doing" Fred Wilkinson's personality!

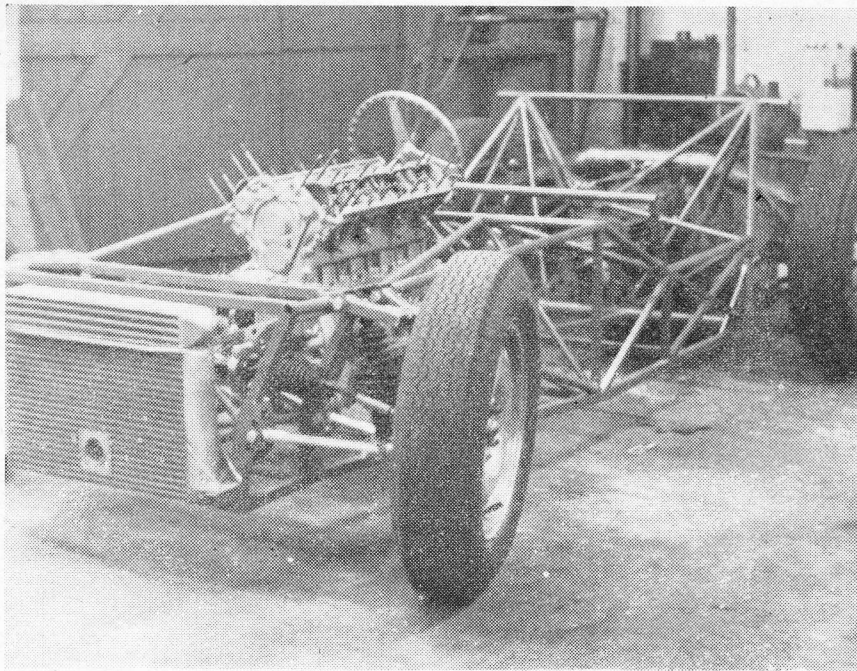
Fred, born just after World War I, is "a very rare bird" in our series, a "one owner" full-time racing engineer, designer and constructor. Amazingly, he has attained this high status in very few years. In fact, his real beginning was in 1955. However, let us go back and see just how all this happened.

In the middle 'thirties, Fred and brother Tom, whilst working in the family garage, acquired a Frazer-Nash Anzani, replaced the power unit with a 2-litre A.C. to which was coupled a Bugatti gearbox; however, by retaining two chains they then had eight speeds!

All that this infernal machine did was to break Fred's arm and by some clottishness in the eight-speed selection, reversed rapidly into a client's Wolseley Hornet which it impaled like a toasting fork. The subsequent "pay out" put paid to all further thoughts of high-speed machinery until well after the war!

Fred Wilkinson, during this period, was occupied on aircraft radio work and then, shortly after the cessation of hostilities, recovered his old urge. His first job was the rebuilding of a 1½-litre Riley racing engine for John Horridge, then, answering an advertisement for a racing mechanic, was engaged by Brian Naylor, who first day out handed Fred £50 and told him to get his 1½-litre Lotus-Connaught to Northern Ireland, saying, "See you in Belfast"!

Fred, rather bewildered, drove same to Liverpool, minus tax or trade plates, and duly arrived! Later on he rebuilt



*HOME MADE. This is the tubular space frame chassis built by Fred Wilkinson. The very powerful four-cylinder 750 Monza Ferrari engine is already installed.*

that car which was fairly successful. Nineteen-fifty-six saw him, this time with £100, at Maserati's for a six weeks' course on four-cylinder engines and in his own words, "For the first week I was given the biggest rough file in creation and told to clean off crankcase castings." Then he graduated to washing off pistons! Just how well he learnt we shall see later on. At the end of the course Fred returned to the U.K. complete with a 150S Maserati (a 1½-litre sports-racing car) which was reputed to go like a "dingbat" and weigh less than 12 cwt.

To Brian Naylor's horror, it did neither, so Fred was told to "stick the engine in a Lotus Mark XI", just like that. After weeks of blood and sweat, it went in, but due to far too much "poke" broke far too many chassis points, Fred being well known at all the meetings for his high-speed welding! However, the car won races which started the germ of an idea!

The knowledge so gained was utilized by putting, this time, a 2-litre Maserati engine into a completely modified Mark XI series II Lotus chassis. This car, though much better, still had bouts of the old trouble, so at the end of the '57 season, after its Goodwood crash, Fred, rather than attempt a repair, persuaded Brian Naylor to let him build from scratch a Lotus type chassis, incorporating full wishbone front suspension, modified A-bracket location of the de Dion, heavy hub castings, 11 in. Girling brakes, etc.

Although a much stronger car, complete with a Maserati 2-litre engine, it only weighed some 10 cwt. This car, named J.B.W.-Maserati, together with a Formula II Cooper, probably constituted one of the most successful independent scuderias in Continental racing.

The J.B.W.-Maserati competed 22 times, finished 20 events, took nine firsts and nine places, gaining for Wilkinson

the title of "Maserati Fred". At Roskilde in Denmark, Stirling Moss, who drove the car, was most enthusiastic about its performance and road holding.

For 1959 Fred Wilkinson has built a space frame chassis, with wishbone front end, de Dion rear, into which has gone a 750 Monza Ferrari engine of 3 litres which is mated to a unit gearbox and final drive of E.N.V. extraction but using synchro gears. This car is due for testing this month. Further work on hand is the fitting of the latest type Maserati four-cylinder 2½-litre engine into Brian's single-seater Cooper!

Fred, for personal transport, uses both Riley and Jaguar cars, has no hobbies except his life work, motor racing. He is a member of the B.R.D.C. and thinks the "Ring" tops as a circuit. "If a car can last 20 laps there," he says, "it's been properly put together."

His suggestion for an improvement to motor racing applies to Continental circuits where he would like to see a good liaison officer readily available to avoid clashes with "big-headed officialdom"! And his ambition is to design a G.P. car for Brian to drive!

The incident questions brought the following: Funniest—at Rheims in '58, Fred, who is a "queer bottle collector", found, in the paddock bar, his *pièce de résistance*, a dummy "Fizz" bottle some inches taller and pounds heavier than himself! This he "borrowed" and after a fearful struggle lasting over 300 metres got it to the transporter, only to find it was too big to go in!

Most disappointing was a puncture at the same meeting when the Formula 2 car was lying well placed. His remarks on Cooper wheels can't be printed!

Finally, Fred Wilkinson would like to pay tribute to the Boss for perfect driver-mechanic relationship and to thank him for the chance so many dream about but never get!

FRANCIS PENN.



# CORRESPONDENCE

## Rally For Experts

I HAVE read with interest Mr. Knock's letter in AUTOSPORT on 30th January.

It may be of interest to Mr. Knock and to all who agree or disagree with him that the Rallye Militaire is being organized for 21st/22nd February on the lines of his suggestion for national events. It is open only to competitors who won awards in 1958 events of restricted or higher status.

The interest shown so far indicates that the experiment is likely to be a great success. At the end of the rally we shall be asking for competitors' views on this restriction to award winners. For the benefit of those who may have missed the announcements on the Club page, supplementary regulations for the event may be obtained from David Commerford, Rallye Militaire, Royal Military College of Science, Shrivenham, Swindon, Wilts.

DESMOND ALLEN,  
CHAIRMAN, RALLYE MILITAIRE.

SWINDON, WILTS.

I REFER to two letters in your issue of 30th January, both concerning rallies. The one from Mr. Holmes moans at the inclusion of a driving test at the finish of the recent Welsh Rally. The one from my friend John Knock complains at the number of rallies on the calendar.

Success in present-day rallies in this country depends very much more on the navigator than on the driver. As a driver I am very much in favour of having a bash at a driving test at the end of a rally, and I have not heard complaints from drivers competing in such popular events as the Morecambe and Plymouth Rallies (and many others where driving tests are featured). To infer that driving tests are damaging to cars is merely an admission of inability to handle a car in a test.

I heartily agree with John Knock's complaint about the number of rallies taking place. The trouble surely lies with the number of small clubs which are springing up everywhere. Nowadays practically every town (large or small) and every business with 100 or so employees seems to start up its own motor club. In the Chelmsford area alone there are at least seven clubs within approximately 10 miles radius (and rumours of others being formed). We have at least managed to get the three clubs actually in Chelmsford to get together on a more co-operative basis and results so far are most encouraging and entries at events run jointly have been much better.

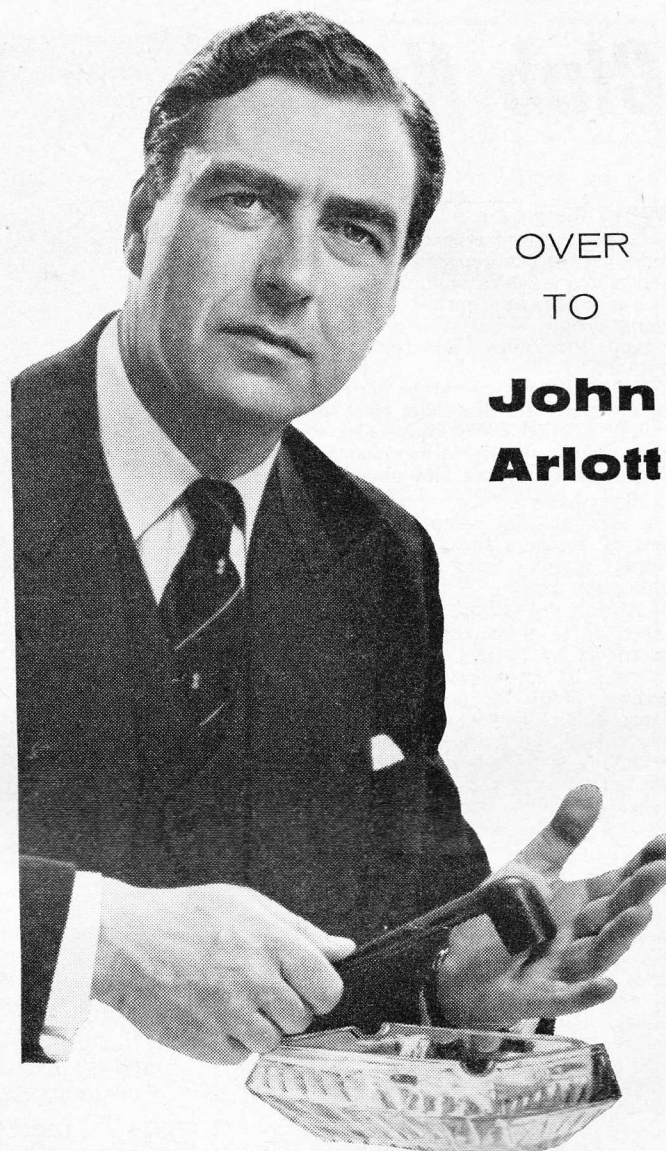
The solutions to these problems are indeed very difficult. In spite of occasional criticism from what I suspect is a small but vociferous percentage of enthusiasts, the fact remains that driving test events (and rallies which include driving tests) continue to get good support. Bearing in mind the comparative ease of organizing driving tests compared with rallies, my first suggestion is that more clubs should organize more driving tests (and, incidentally, cause less annoyance to the public). Secondly, I suggest that the R.A.C. should study the location of any club applying for affiliation, and if within a reasonable distance (which must vary according to the part of the country) of an already active club, that the R.A.C. should insist that they join forces with the existing club. In this way existing clubs would be strengthened and the present congestion on the calendar would eventually disappear.

To quote what has happened in Chelmsford: when the representatives of the three clubs were brought together it was pointed out to them that (a) they were all striving for the same object, i.e., competitive motoring and a suitable social programme for motoring enthusiasts, (b) each club was running similar events within two or three weeks of each other, (c) that by co-operation they would have larger entries, three times the number of potential marshals and helpers, and a large pool of equipment. Naturally there were complications but these have been largely overcome and events which have been run jointly by the three clubs, both social and competitive, have proved the advantages of joining forces. Perhaps the idea will spread to other areas and many of these smaller clubs will allow themselves to be absorbed by larger clubs and thus get, in addition to the benefits mentioned above, the advantages of the experience gained by these longer-established clubs. Such action can only be to the ultimate advantage of all enthusiasts.

BOREHAM, ESSEX.

ROBIN N. RICHARDS.

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



## Talking of the Ashes...

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# Club News

by MARTYN WATKINS

WITH the growth of popularity of the sporting trial type of event, and full entry lists indicating that the new season shows every sign of continuing this trend, it is especially appropriate that we should think deeply about one or two of the curious anomalies that crop up in this branch.

We all know that competitions depend upon rules—and that these rules must be rigidly applied. We know, too, that if such regulations are to be respected then they must be logical and obviously fair.

Nevertheless, the current rules governing sporting trial competitions lack any sort of apparent logic in one particular respect, and it is hard to think of a more important aspect. This is the question of scoring and failing.

Article 18 of the regulations published by the R.A.C. states that a car will be deemed to have entered an observed section "When the point of contact between either front wheel and the ground has passed the marker(s) indicating the beginning of the section, and to have left the section when the point of contact between either front wheel and the ground is past the marker(s) indicating the end of the section provided that the car is pointing in the direction of the course".

Article 22 of the same regulations states, however, that "when artificial boundaries, such as flags, markers or tapes, are used to indicate the extent of an observed section, a car touching any device marking the boundary of an observed section with any part of the car will be deemed to have failed at the point at which the boundary marking device is first touched".

Now this, to me and, I have found, to a great many regular trials drivers as well as officials, means that it is possible, to take an example, to complete a section clean with the car's front wheels but, by touching a marker with the rear wheels, to fail it at the same time. To elaborate, let us assume that a car has completed a section and its front wheels have passed the "section ends" marker. This, of course, means that the car is out of the section. However, should the car touch the tapes with, say, a rear wheel, we find that the car has apparently failed the hill. The same thing applies to even greater effect to sub-sections. Frequently we find that trials are won and lost with only a few marks separating the leaders, and if the car has, on front-wheel marking, passed into the next sub-section, yet by touching a marker with the rear is deemed to have failed, it is not difficult to foresee a string of justifiable protests.

Then, continuing our broadside, we come to the curious position of the trials championship. In every form of motor competition the champion is the competitor who has achieved the highest number of points during the season. In trials, however, this is not so, and the season's performances will merely give the driver the right to compete in the one solitary event which will, if he has a good day, if his car is right and provided that he himself is on form, give him the championship. The mentioning of individuals



COLIN CHAPMAN tried a different form of motor-racing at a recent Advertising M.C. party—electrically-propelled models! His opponent here is Anthony Wilson, son of a London motor trader. Honours in the contest were, it seems, divided, but then these cars handle differently from the Hornsey versions!

is always a trifle invidious, but last season there was a splendid example of the way in which this system gives no indication as to the most consistently successful competitor. Eric Jackson, a Yorkshireman who is comparatively new to trials, caused a furore by a whole string of first-

Second and third places went to E. Harrison and Highwood.

Quite clearly, therefore, there is a first-class case for making the B.T.R.D.A. Star the major award: call it the championship if you must, but at least let it go to the man who best deserves it.

By the way, I must stress that these arguments should not be allowed to derogate in any way at all from the performances of Cuth Harrison, who is reigning trials champion. I'm sure everyone will agree with me when I say that Cuth is a first-class trials driver who richly deserves his championship.

\* \* \*

TOP of the pile this week is a note about the Windsor C.C. winter touring rally on 15th February, secretary of the event being Gordon Connelly, 98 St. Martin's Lane, W.C.2. It is a closed event. . . . B.A.R.C. South-western rally on 7th-8th March will be a restricted event. Supplementary regs. are now available and invited clubs are members of the Associations of Central, Southern and South-Western Motor Clubs. Bognor Regis M.C., Bristol M.C. and L.C.C., Burnham-on-Sea M.C., Esso (Fawley) M.C. and C.C., Gosport A.C., Hants and Berks M.C., M.G.C.C. (South-western centre), Seven-Fifty M.C., Southsea M.C., Taunton M.C., Vickers-Armstrongs (Weybridge) S. and A.C., West Hants and Dorset C.C. and Yeovil C.C. Secretary of the rally is M. R. C. Parr, Shiplands House, Fareham. Hants, and entries close on 1st March. . . . Bolton-le-Moors C.C. film show will be held on 21st February at the Bolton Little Theatre, starting at 7.30 p.m. Details are available from J. McCartney, "Woodlands", Chorley Old Road, Horwich. On 22nd February is the annual navigation rally for the same club, details being available from P. L. Glaister, 759 Belmont Road, Bolton. . . . Crittall C.C. night navigation rally will be held on 14th February, starting from the Crittall Garage, Cressing Road, Braintree, Essex. Regs. are obtainable from D. Murphy, 5 London Road, Braintree. . . . Mid-Cheshire M.C.

## Coming Attractions

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

Vintage S.C.C. Driving Test 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.

Chiltern C.C. Production Car Trial, The Griffin Hotel, Amersham, Bucks. Start, 10.30 a.m.

**March 1st.** Surrey S.M.C. Sprint, Brands Hatch, near Farnham, Kent.

Shenstone and D.C.C. V. T. Fellows Memorial Trophy Standard Car Trial.

Yorkshire S.C.C. White Rose Trial.

class performances throughout the year. Yet he is not trials champion because on The Day, in December last, he was not in winning form and, in fact, achieved only 13th place. In the same boat were Edward Harrison and Peter Highwood, both of whom had excellent and consistent records throughout the season yet were placed 16th and 14th in the championship.

However, there is for these chaps an award—the Gold Star of the B.T.R.D.A. One can never understand why this has not become the premier trials award, for it is based, like all logical awards, on the season's performance. It may be of interest that Jackson won the award last season with a maximum score, having won all six of his six counting events.



Wilshire Trophy Trial will be held on 8th March, a qualifying event for the Trials Championship and B.T.R.D.A. Gold Star. Invited clubs are Sunbac, Lancs and Cheshire M.C., Hagley and D.L.C.C., North Midlands M.C., Sheffield and Hallamshire M.C. and Championship entrants. Entries close on 4th March and go to A. S. Atkinson, 12 Crewe Road, Shavington, near Crewe, Cheshire. . . . **Loughborough College M.C.** hold two events in the near future. On 1st March there is a closed invitation day rally of about 150 miles and on 6th March is the Club's annual dinner. Regulations for the rally can be obtained from R. S. Dixon, The Holt, Forest Road, Loughborough, Leics. . . . **Old Merchant Taylors M.C.** rally on 1st March has the odd title of "Bring and Choose", and is a closed event with a course of about 40 miles. Reason for the curious title is that each competitor, in addition to paying a very low entry fee, must bring with him something suitable for prizes, which winners can then select for themselves. Suggested are cigarette cases and so forth—you may even win your own goods back again. Entries close on 26th February and secretary is R. F. Sharp, 52 Stanley Road, Northwood, Middx. . . . **Shenstone and D.C.C.** hold the V. T. Fellowes Memorial Trophy standard car trial on 1st March. Invited clubs are B.A.R.C., Coventry and Warwickshire M.C., Hagley and D.L.C.C., M.G.C.C. (Midland centre), North Midland M.C., Wolverhampton and South Staffs C.C., Chiltern C.C., Falcon M.C., Leicestershire C.C., Midlands M.E.C., North Wales C.C. and Sunbac. Entries close on 23rd February and go to M. F. Finemore, 3 High Street, Sutton Coldfield. . . . **Bugatti O.C.** Opening Rally will be held on 8th March at the Hotel Leofric, Coventry, and proceedings will, as usual, include the prize-giving luncheon. Tickets are available from J. B. Emmott, Ye Olde School House, Borrowell Lane, Kenilworth, Warwicks. . . . **Nottingham S.C.C.** members have a visit to the Aston Martin factory on 4th March, and interested people are asked to inform A. Knowles, Leen Valley Dyeworks, Bulwell, Nottingham. On 14th March is the Hooley (Novice-Expert) rally, a closed event suitable for both novices and experienced competitors. Secretary is Dr. A. H. Gray, "Woodacre", Rufford, near Ollerton, Notts. . . . **West Essex C.C.** annual "Clover-leaf Rally" takes place on 28th February-1st March, invited clubs being East Anglian M.C., Forces M.C., Romford E.C.C., Marconi A.C., B.P.A.C., Thames Estuary A.C., South Essex C.C., Chelmsford M.C., M.G.C.C. (south-eastern centre) and Ford S.C.C. Entries close on 23rd February and regs. are obtainable from A. E. Hudson, "West Lodge", South Weald, Brentwood, Essex. . . . Apparently I slipped up last week in the reference to the **Eastwood and D.M.C.** Eastwood Rally on 28th February-1st March, giving the address of the secretary of the meeting incorrectly. This official is M. W. Newbold and he does in fact live at 442 Nuthall Road, Nottingham. Sorry! . . . **West Hants and Dorset C.C.** Moonfleet Rally and driving tests will be held on 21st-22nd February, entries closing on 16th February. Secretary of the event is Miss Betty McElroy, 7A McKinley Road, Bournemouth. . . . The first annual *Farmers' Weekly*

Trophy trial will be held by the **Land-Rover O.C.** on 8th March at Warlingham, Surrey. The event is a closed one and will include a driving test section in which the accent will be on tests of an agricultural nature. Secretary of the meeting is R. R. Waller, 16 Sackville Road, Sutton, Surrey, and entries close on 28th February. . . . **Fiat C.C.** rally on 15th February starts from the Crown Hotel, Bawtry, at 12.30 p.m. and entries go to the secretary, Thorney Hall, Newark, Notts. . . . **Forces M.C.** London group Shamrock rally, a closed event of about 100 miles, takes place on 4th April. Secretary of the meeting is Major R. G. McCoy, 57 Dukes Avenue, New Malden, Surrey. The group holds a social evening on the first Monday in each month at Queen Victoria's Rifles, 56 Davies Street, London, W.1. . . . **Murphy M.C.** second "March Hares Rally" will be held on 8th March, invited clubs being Bedford A.E.C., Bedford M.C., C.S.M.A., E.M.I.M.C. and C.C., Falcon M.C., Herts County A. and Ae.C., London M.C., Marconi A.C., M.G.C.C. (south-eastern centre), Romford E.C.C., S.O.D.C., Thames Estuary A.C. and West Essex C.C. Entries close on 27th February, and go to A. Williamson, 66 Stanborough Green, Welwyn Garden City, Herts. . . . **M.G.C.C.** (north-western centre) hot-pot supper and a talk on the "Monte" will be held on 25th February at the Carlton Restaurant, Brown Street, Manchester. . . . Another "March Hare Rally"—this time being run by the **Malden and D.M.C.**—will take place on 7th-8th March. Invited clubs are American D.C., B.A.R.C., East Surrey M.C., Forces M.C., Guildford M.C., Hampton and D.M.C., Hants and Berks M.C., London M.C., Mid-Surrey A.C., Mid-Thames C.C. and North London E.C.C. Secretary of the rally is Mrs. Pamela Hoile, 19 Birchfield Close, Addlestone, Weybridge, Surrey, and entries close on 2nd March. . . .

#### CEMIAN M.C. DINE

A LARGE crowd of members, guests and friends of the Cemián M.C. gathered at the Hotel Rembrandt, Kensington, on Friday evening for the Club's annual dinner, dance and presentation of awards. The only speech of the evening, a toast to the Club, was made by Dr. R. Jardine Brown, M.A., LL.B., D.Litt, Principal of the College of Estate Management. The President of the Club, Mr. G. T. Wilby, responded. Other guests included Mr. and Mrs. Martyn Watkins.

A zany motoring atmosphere was introduced by posters, such as the one that advertised "Bodge Ear Plugs", and "Alex And Her Cha Cha Cha Conversations". The band was dressed in mechanics' overalls, and the menu included "Super Shell Cocktail avec I.C.A. (Indigestion Control Additive)", "Cassata Au Tosport" and "Watkins' Fancy Friandises"!

#### NEW ZEALAND CLUB LIFE

CHRISTCHURCH's recently formed Jaguar Drivers' Club held its first function three days before the Lady Wigram Trophy and the guest of honour was none other than Ron Flockhart. There could not have been a better one for, apart from his association with the Le Mans-winning Ecurie Ecosse cars, he had an excellent story to relate involving the usual blonde, a fellow Scotsman, associated with the same stable, and a Jaguar. It went down even better than the cocktails.



FOULIS

### Forthcoming Books

There are times when it is in the interest of potential readers to tell them about books which may as yet be in the embryo stage and these circumstances could be said to apply to certain books of great importance which G. T. FOULIS & CO., LTD., have at present in hand. The announcement of two books especially will be of great interest to all followers of motor racing, particularly in view of the recent announcement that (a) Mr. Vandervell will not be racing his Vanwall cars during the next season, and (b) that Mr. A. G. B. Owen, as he recently announced on Television, is making great plans which offer many possibilities both to the B.R.M. and also to the Cooper car. The two books are: **THE COOPER STORY** by Dean Delamont, Competitions Secretary to the R.A.C., which is proposed for June publication, to sell at 17s. 6d. **THE B.R.M.**, the complete, official and authentic story of this motor by a qualified historian. This book will appear in the Autumn, so as to cover the 1959 racing season.

Two other books which can be announced are: **MOTORING HOLIDAYS IN BRITAIN**, by Christopher Trent, the well-known author, who takes his readers to little-known beauty spots by unfrequented ways, acting as a most valuable guide to all those who tour the country. To be published in the Spring price 21s. And **FERRARI**, the complete history of this world-famous marque which is to be completed in sufficient time for the book to appear in June. By Hans Tanner price 21s.

**THE AUTOMOBILE YEAR** will be on sale as usual in all the leading bookshops towards the end of February and in both appearance and contents will not only maintain its previous excellence but will even show improvement. Price 50s.

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**Iron Curtain—continued**

owing to pack ice, and many huge snow ploughs were out clearing the way through deep drifts. A fierce wind caused incessant drifting, and on several occasions we plunged into deep snow which almost brought us to a standstill. Our Rapier was overtaken by Wolfgang Levy's Auto Union, which spun round and charged a snow-bank to avoid a cyclist who foolishly picked up his machine and ran across the road right in front of the German car. José Behra's Citroën had one of its steel-studded tyres puncture just outside Warsaw; however, there were four spare wheels on the roof!

All through the night crowds lined the roads, and at every crossing there were police and men with coloured torches to guide us on our way. Sign-posting was magnificent, and one could scarcely go wrong. Sometimes it was possible to maintain 100 k.p.h. on the frozen snow, and at other times we had to come down to under 40 k.p.h. because of drifts and "corrugated" sections. All the time there was the constant fear that the wind would cause deep drifting on open spaces, and block the road.

At last Danzig was reached, and then the first control at Gdynia, where we filled up with 100-octane, parked the car under police guard and fought our way through crowds of Teddy-boys all apparently on the hunt for foreign currency. We were made very welcome at the Automobile Club, and a meal and coffee were supplied. Meanwhile the snow had stopped, although the roads were completely ice-bound, and after about an hour's rest, off we set for the next control—Poznan.

More snow and ice, but snow-ploughs kept the routes open. A bacon-and-eggs breakfast was supplied at Poznan, and then the cavalcade went on to Slubice, where, after numerous formalities, it entered East Germany and thence on to the autobahn to Leipzig. The autobahn was deep in snow, with only a very narrow lane swept for traffic; again the absence of traffic amazed us, but there were plenty of soldiery apparently on winter manoeuvres. Leipzig itself was a ghost of the pre-war city, most of the traffic consisting of tram-cars, commercial vehicles and bicycles. We cleaned up in the new, and rather magnificent, Hotel Astoria, and the East German A.C. supplied us with coffee and biscuits.

(To be continued)

**"Cat's Eyes"—continued**

On this section it was a great help to have a three-man crew, one man to plot whilst the second man concentrated on the point-to-point navigating. How Cooper managed to sort things out in the tiny Messerschmitt is a complete mystery to me. All told the rally involved the use of eight one-inch maps, and as two or three were involved for every section, a small car made life very difficult. It is interesting to note, however, that most of the clean sheets were in the two small car classes.

After this hectic session, an "Eight Clubs" section served to cool down both man and machine, although the average speed still kept at a relentless 30 m.p.h. This section led farther east to Hildenborough, near Tonbridge, where Mountain's Garage provided very welcome petrol and hot soup. As by now it was getting daylight, the final section was a regularity run, at any speed between 24 and 29½ m.p.h. that the competitor cared to choose, back to Southend. The route went north to a time control on Blackheath, via the Blackwall tunnel and then eastwards with a second time control and several route checks on the way. One or two competitors found the one-inch maps rather confusing in the London area (some found them confusing in other areas as well), and one TR that attached itself on to our tail was rather embarrassed when we did a "U" turn in the middle of the road and went back the way we had come! The long line of competitors then moved on to the front at Southend (and believe it or not, the tide was in!) for the all-important driving tests. The first entailed driving forward between two pylons and across a line, back between the pylons again, then forward to a final line, and the second was a sprint through a chicane to stop with both front wheels in a small box. It was in these two tests that Piper produced the excellent aggregate time of 22.5 secs. to win the major award. So back to Southend Airport for a wash, breakfast and the inevitable post-mortem by the competitors. The general opinion was that once again the organizers and marshals had done an excellent job, but unfortunately the weather hadn't co-operated as well as usual. It is never completely satisfactory when an event of this status has to be decided on two driving tests, so all praise to the 16 crews who returned clean sheets.

L. N. NEEDHAM.

**ROMFORD E.C.C.****CLOCKWATCHERS' RALLY**

THIS rally was a restricted event for the main award, the Double Diamond Trophy, and was held on the night of 31st January-1st February. The route was divided into five sections: the first gave the route by a series of spot lights, and it was on this section that the ultimate winner, C. S. (Bunny) Perkins, lost his two marks. The second section was an "8 Clubs" section which gave the experts no trouble at all. Section three was of the normal map reference variety and included a rather deep ford. This latter caused some competitors a degree of embarrassment, and indeed caused the retirement (wet) of at least one entrant.

The route, by this time, had got well north of the London area, around Saffron Walden. Following section three came a supper stop, at which time several competitors were very closely placed. Frost had by now become heavy and this was beginning to affect performances and keep the boys on their toes.

Supper was the prelude to a medley section which included photographs of squares on the maps, etc. The final section was a relatively closed route section and a combination of frost and cunning route choice by the organizers caused a large proportion of the entrants to lose marks here.

Up to this last section A. K. Hirst had succeeded in keeping a clean sheet, but was to lose 5 marks and the Rally on this section.

**Results**

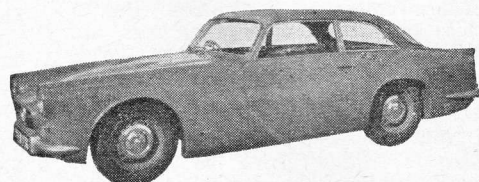
**Best Performance:** C. S. Perkins (Wolseley 6/80).  
**First Class Awards:** A. K. Hirst (Singer); R. Cook (Riley 1.5); A. Twitting (Ford Prefect).  
**Novice Award:** D. Westray. **Team Award:** Ecurie "Claw" Cap.

THE tenth Sestriere International Rally will be held this year from 23rd-26th February. The event is valid for the 1959 European Rally Championship and consists of a reliability run at an average speed of 31 m.p.h. over a specified route, with fixed time checks, flying time checks and stamp checks. There are also 11 tests, comprising three hill-climbs at Colle San Bernardo, Bivio-Sottoborgo and Sestriere; two high-speed tests at Monza and Modena; five timed sections; a driving test and a final test on the Sestriere circuit.

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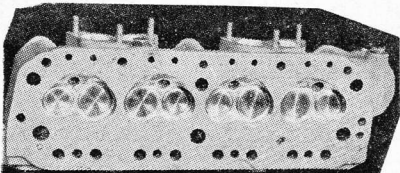
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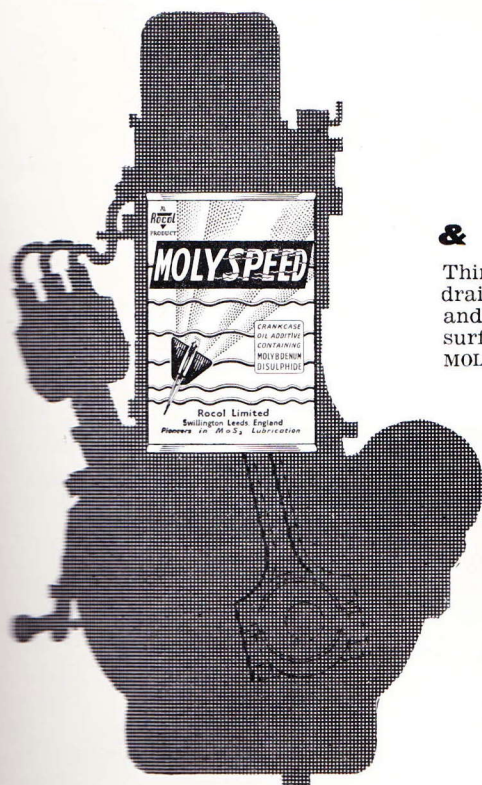
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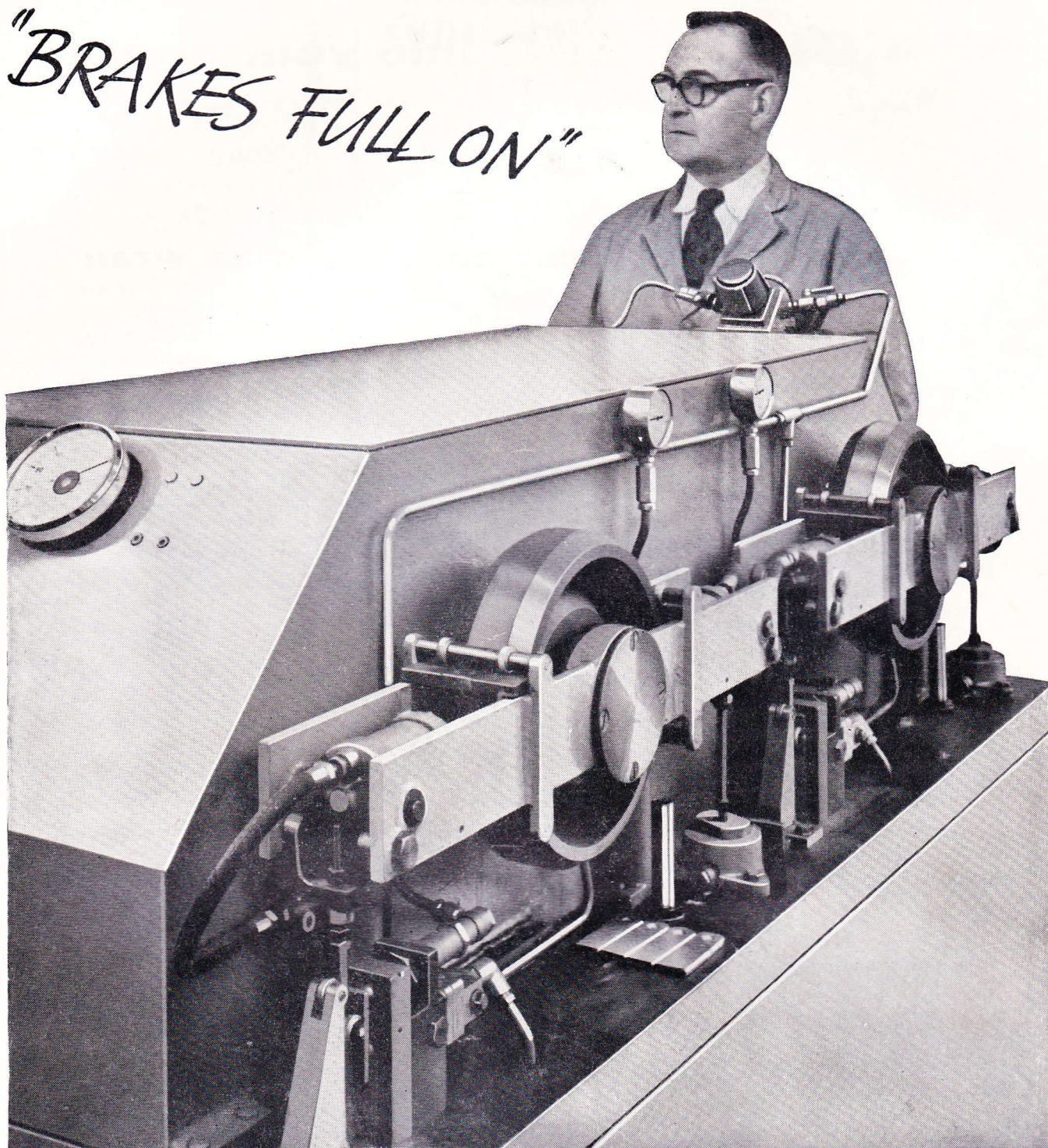
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