

# AUTOSPORT

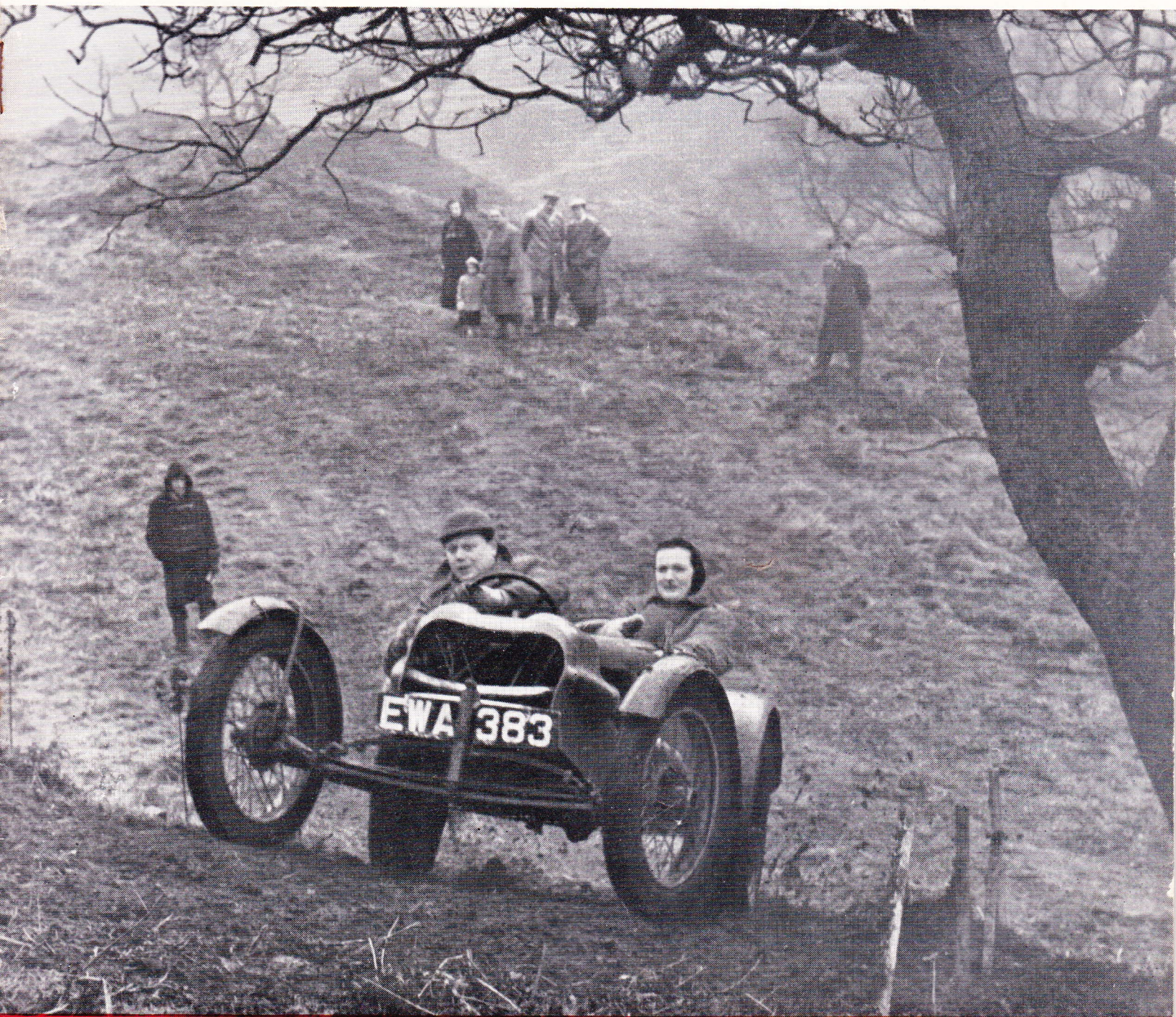
FEBRUARY 20, 1959

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EVERY FRIDAY  
Vol. 18 No. 8

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

JOHN BOLSTER TESTS THE TURNER 950 SPORTS : PORSCHE FOR 1959  
V.S.C.C. DRIVING TESTS : SEASONAL SURVEY—FORMULA 3 RACING





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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 18 No. 8

February 20, 1959

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## CONTENTS

	Page
Sports News	226
John Bolster tests the Turner 950 Sports	228
Seasonal Survey—Formula 3 Racing, by Martyn Watkins	230
The North Midland M.C. Kitching Trophy Trial	234
New Zealand Waimate "50" Race	236
Porsche for 1959	239
From Behind the Iron Curtain, by Gregor Grant	240
Penn Portrait—Malcolm Bateman	244
V.S.C.C. Driving Tests	246
Correspondence	247
Club News	248

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## EDITORIAL

### THE REVENTLOW PROJECT

ANOTHER motoring journal has, unwittingly, published some details and drawings of the projected Formula 1 machine to be built in U.S.A. by Lance Reventlow and his associates. AUTOSPORT has not done so, because the information was sent some time ago with a request that nothing should be revealed until 1st April, 1959. Obviously no such letter was received by our contemporary, otherwise they too would have refrained from prior publication. As it so happens, the information is already well known, and it is difficult to visualize the car appearing as the artist depicts it. Anyway, the entire motor racing world awaits the first appearance of the car in competition. There is little doubt that the "Reventlow", as we will refer to it for want of another name, will be seen on European circuits this year. Its sponsors have proved with the very successful Scarab that they have a pretty shrewd knowledge of modern engineering problems; the specification of the F1 car may not seem revolutionary, for basically it possesses much that has been tried thoroughly by several prominent constructors, including the use of desmodromic valve gear, and a twin-o.h.c., four-cylinder engine. Yet many of the troubles which beset the B.R.M. were admittedly due to the single disc brake at the rear, and it is difficult to understand fully why the Reventlow designers should favour a layout which, so far, has been far from satisfactory. Nevertheless, the car cannot be criticized on any grounds, until it has actually been raced. The intended participation in the *grandes épreuves* raises the question of drivers. Presumably it is hoped to have an all-American team, although only three drivers from the U.S.A. can be said to have had the experience necessary for full-scale Grand Prix racing—namely, Phil Hill, Masten Gregory and Carroll Shelby, and, so far, none has been associated with the project in any way. Both Reventlow and Daigh have shown the ability to drive extremely well in American sports car races, but this is entirely different from Grand Prix racing. Naturally an all-American team would be welcomed by European race organizers, but in order to score any successes, it may be necessary to utilize the services of very experienced conductors, if they are available. AUTOSPORT is convinced that Reventlow and his men do appreciate the driver problems in the most advanced form of all motor sporting activities. In the past, famous factories have gone well outside their own territories in order to find the most suitable drivers for their cars. There are only a mere handful of really first-rate G.P. conductors, as many entrants have found to their cost, and the Reventlow people must realize that "seeded" drivers are the finest investment that any entrant could make.

### OUR COVER PICTURE

TWIN WIN: Tony and Brenda Alldred with the J.A.P.-Bassinet. They won their "own particular" trial, the North Midland Kitching Trophy, last week-end.



# SPORTS NEWS

## WORKS ASTON MARTIN FOR SEBRING

A POPULAR last-minute decision is to send a 1959 Aston Martin, of the type which will run at Le Mans, to the Florida International 12 Hours Race for the Amoco Trophy, at Sebring on 21st March. Drivers will be Roy Salvadori and Masten Gregory. It will be recalled that Aston Martins hold the Sebring lap record, Stirling Moss having achieved 3 mins. 20 secs. last year in a DBR1.

AT the first meeting at Snetterton on 22nd March, a permanent memorial to the late Archie Scott-Brown will be unveiled by Archie's father. It will take the form of a stone plaque into which has been set a bronze plate, showing Archie's head and shoulders in relief.

NOW available is the R.A.C. *Motor Sport Year Book* and fixture list, containing all the old features and several new ones. Price is 2s. 6d. (plus 9d. for post and packing) from the Competitions Dept., R.A.C., Pall Mall, S.W.1, and from R.A.C. county offices.

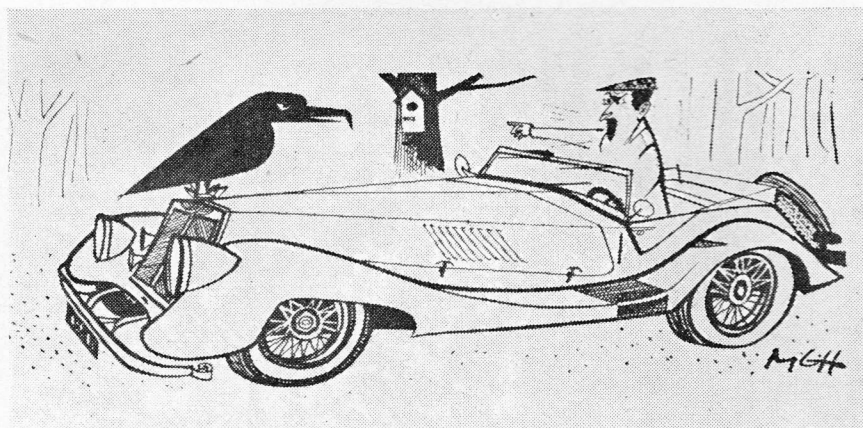
CHARHAM PRODUCTS, LTD., 5A Market Place, Acton, W.3, have offered to supply free Auto-Moly lubricant additive to competitors at many of this season's events. Interested club secretaries should contact Mr. Holloway at Charham Products.

DETAILS of the Snetterton racing programme for the coming season have been announced. There are to be seven race meetings, apart from those for motor cycles, and two of these will be of national status. Major event of the year is again the Three Hours race—the final of the AUTOSPORT Championship—which will be held on 10th October.

Other dates are 22nd March, 19th April, 10th May, 14th June (national), 26th July (national) and 6th September.

WED at Wilmslow recently, John Cunningham and Margaret Holmes. John, well known in the competitions world, is usually referred to as "Gran Sport"!

A MEMORIAL is being set up in the Montagu Motor Museum for Mike Hawthorn and Peter Collins and will be unveiled by Lord Brabazon of Tara on 5th April. Mrs. Hawthorn is loaning the 1934 Alfa Romeo which was second at



"No more rides today!"

Le Mans and belonged to Mr. Leslie Hawthorn, also the Riley Sprite which won the Leinster Trophy and has recently been renovated. A whole wall of the museum is being devoted to Peter Collins and Mike Hawthorn.

MIKE SALMON has sold his C-type Jaguar and acquired one of the Ecurie Ecosse D-types.

### THE "LYON-CHARBONNIÈRES"

REGULATIONS are now available for the 12th International Lyon-Charbonnières Rally which takes place on 20th/21st March. There will be two categories (1) Normal and ameliorated touring and (2) G.T. and special series, groups 3, 4, 5 and 6. Classes in both cases will be (1) 500-1,000 c.c. (2) 1,000-1,300 c.c. (3) 1,300-1,600 c.c. (4) Over 1,600 c.c.

For 1959 the rally will comprise:—

- (a) A regularity section and a route of 1,300-1,500 kiloms.
- (b) A speed-regularity section on the Clermont-Ferrand mountain circuit.
- (c) Classification tests at Saint Jean-en-Royans—Carrefour des Trois Routes, Bezaudin—Saillans, Egalaze—Laborel, Hameau de Tarendal.
- (d) Speed hill-climb on the Côte du Rousset (final classification test).

Entries (25,000 francs) close on 7th March, and should be sent to Association Sportive de l'A.C. du Rhône, 7 Rue Grolée, Lyon. (Tel. 42-51-01/02.)

The commune route from Charbonnières is approximately 790 kilometres, practically all on mountain roads. Clermont to Charbonnières is 165 kilometres, the former being the concentration area from the starts at Barcelona, Bordeaux, Frankfurt-on-Main, Lyon, London/Paris, Marseilles, and Turin. London starters go from Paris.

The Charade (Clermont) test will comprise six laps of the circuit. Laps 1 and

2 will be "recce" laps, each to be accomplished under 25 mins. Lap 3 will be the standard timed lap, and thereafter marks will be given at the rate of 1 mark for  $\frac{1}{10}$ th sec. early or late. In each class, the best time on lap 3 penalizes other competitors at the rate of 0.5 points per  $\frac{1}{10}$ th sec.

THE SOVY is an electrical mechanism designed to indicate—either by a light signal or a buzzer—all losses of fluid which may occur in a hydraulic braking system. It consists of a cap connected by a sliding rod to a float which trips a switch should there be any appreciable fall in the fluid level. The SOVY can be connected to any hydraulic system with a minimum of modification.

### THE HIGHLAND RALLY

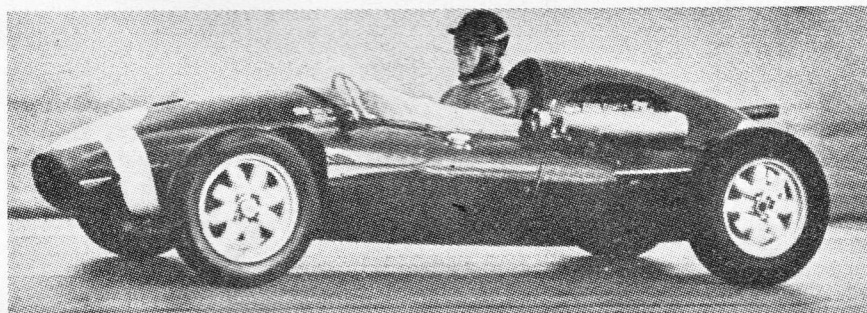
THE *Glasgow Herald* Highland Rally, promoted by the Scottish Sporting Car Club, is once again a three-day event, from 27th to 30th March and as last year the route will run to about 1,000 miles. The event ranks for the Royal Automobile Club Rally Championship. Changes from last year are that there will be only one start-point, at Glasgow, that at Carlisle having been cut out as English competitors seemed to have no particular desire to start from there again.

All entries and enquiries go to Mr. W. L. B. ("Bill") Callander, Secretary, Scottish Sporting Car Club, 100 West Regent Street, Glasgow.

### THE "AUTOSPORT" SERIES- PRODUCTION SPORTS CAR CHAMPIONSHIP, 1959

A SUMMARY of regulations for the 1959 series in the AUTOSPORT Championship will appear in next week's issue. There will be five classes, namely: up to 1,000 c.c., 1,001-1,300 c.c., 1,301-1,600 c.c., 1,601-2,000 c.c. and over 2,000 c.c. As in 1958, the competition will be open to entrants of Grand Touring and Improved Series Grand Touring cars complying with Appendix J of the Sporting Code. For the Championship, F.I.A. Forms of Recognition will be issued by the R.A.C. with each entry form. It has been decided to accept cars of which a minimum of 25 similar examples have been constructed and sold.

COOPER-BORGWARD: Fritz Jüttner takes the new 1.5-litre Cooper-Borgward for a test run on the Hamburg-Bremen Autobahn. This is Rob Walker's car.







### A TRIBUTE TO MIKE HAWTHORN

To the numerous tributes to "Mon Ami Mate" Mike Hawthorn, I feel I must in all humility add my own. I have followed motor racing for over 30 years and during this period only two other drivers have inspired in me the same feeling which I had for Mike Hawthorn. First, J. G. Parry Thomas of Brooklands and land-speed record fame, and Rudolf Caracciola, who drove almost exclusively for Mercedes-Benz. Parry Thomas, a brilliant engineer-designer-driver, whose annual onslaught on long distance records with the Leyland Thomas was a byword, and Rudi Caracciola, the Austrian, whose record of wins in Grands Prix I believe still stands. And now Mike Hawthorn, whose cruel and ironic death has shattered us all.

For six years now I have been singing his praises, ever since his fantastic drive at Boreham when, with the Cooper-Bristol in the most appalling conditions of rain and flooded track, he out-drove for two solid hours Villoresi and the other works drivers on 4½-litre Ferraris and made great and established drivers like Etancelin, on the Talbot, look like beginners. I have always maintained that on his day Mike was completely uncatchable, even by Fangio, and this opinion was amply borne out when in

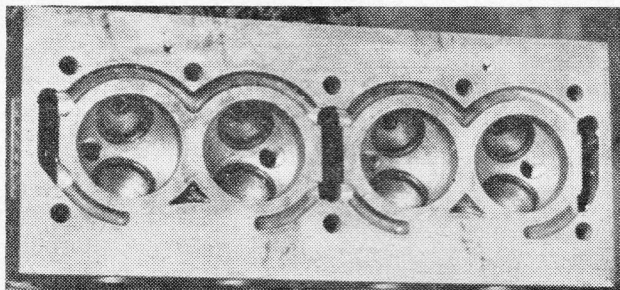
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*VERY FINE* head of the late Mike Hawthorn is being modelled by the well-known sculptor, Hugh de Witt. Here is the work in its clay state.

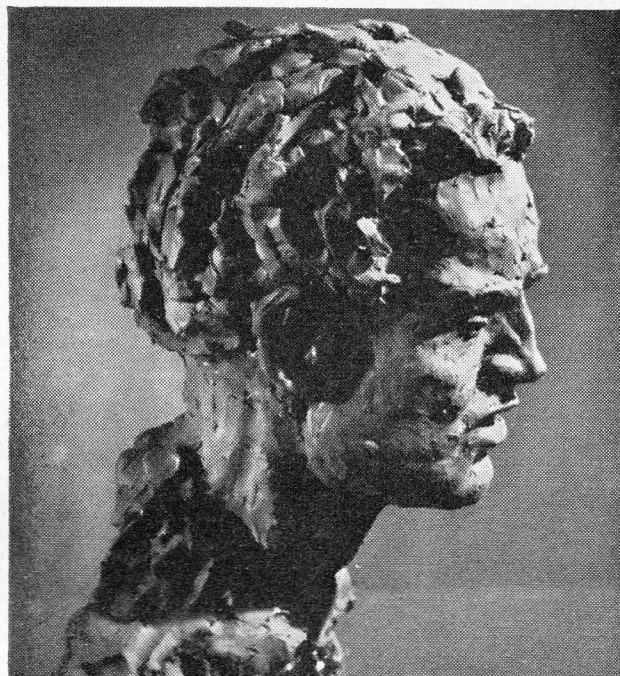
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1958 he struck his finest form with the right car.

One must always remember that he drove primarily with his heart and that



**MIGHTY ATOM:** A new hemispherical cylinder head (above), produced by M. Colluci in the South of France, is claimed to give the Renault Dauphine 56 b.h.p. at 6,500 r.p.m. The installation is seen (left), with neat, finned valve-rocker cover, and twin carburettors. Cost is approximately £143.

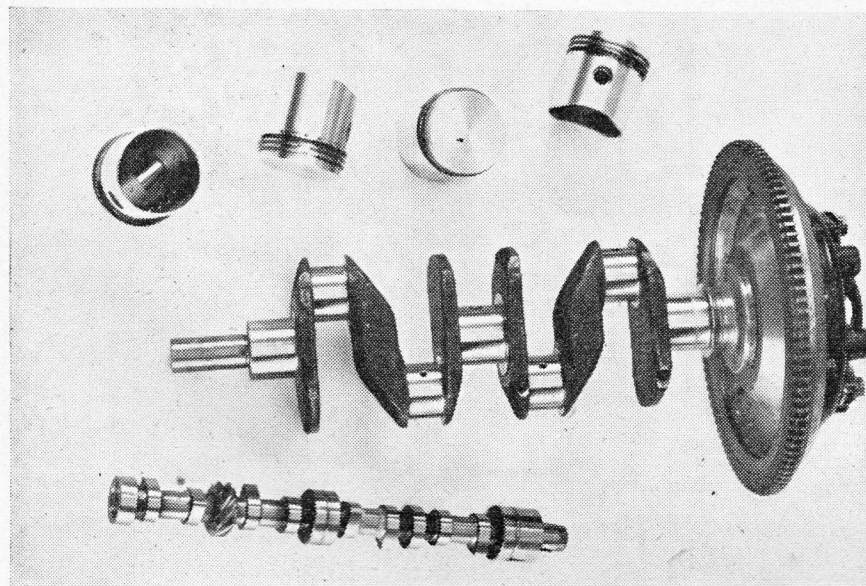


in consequence there were off days when he was not giving of his greatest, which foolish people attributed to bad driving. His numerous out-and-out lap records on the great international circuits will doubtless be broken—that is progress—but it is a virtual certainty that no other driver in our time will have the same flamboyance and sheer glamour coupled with such tremendous speed as Mike Hawthorn. His thumbs-up sign and cheerful grin when travelling flat out in the British Grand Prix of 1958 were the very heart of motor racing as we know it.

Mike Hawthorn was, in my opinion, an incomparable driver with courage and skill which became a legend. He was also a tremendously flamboyant personality. In all, the greatest of the greats—and one feels his death as that of a brother and dear friend. Although there are and will be other very great drivers, we shall, I feel sure, never see his like again in our time. His inspiration will always remain, and I for one will never forget him.

JOCK GEDDES.

**SPEEDSPARES**—balanced crankshaft and flywheel assembly, high compression pistons and camshaft are available for the Speedwell conversions on B.M.C. engines.





*HOOD UP: The little Turner is an attractive-looking car. "The hood and sidescreens are well made but could be improved," says Bolster.*

ports. Twin S.U. carburettors are standard on the Turner, but in this case they are insulated from engine vibration by rubber. There is a cold air intake, and an oil radiator is fitted which is a normal Turner feature. In general, this can be regarded as a particularly good B.M.C. engine, but the tuning, though thorough, has been kept within the Appendix J regulations.

The Turner is quite easy to enter, and the high body sides give good protection. The engine starts well from cold, and will pull away immediately. It is smooth and very tractable, but the power output above 4,000 r.p.m. is obviously much greater than that of the standard unit. I used 6,000 r.p.m. on the gears when taking the performance figures, and 5,500 r.p.m. under normal

JOHN BOLSTER  
TESTS

## The Turner 950 Sports

### A Lively, Practical Two-Seater Sports Car

JACK TURNER has been known for a long time in racing circles as a designer of some note. In particular, his racing single-seater with fuel injection, various independently sprung sports cars, a Shelsley special, and a four-cylinder 500 c.c. engine will be remembered. Nowadays, he is very fully occupied in producing small sports cars at a reasonable price, and also supplies sets of components to home constructors.

The basis of the Turner car is a very rigid twin-tube frame. The front suspension parts of the Austin A35 are employed, but although an A35 rear axle is also featured, something better than semi-elliptic rear suspension is naturally used. The axle is on trailing arms, and is located laterally by a Panhard rod. It is interesting that helical springs or laminated torsion bars may be specified according to preference. In either case, telescopic dampers of adequate proportions are fitted.

The power unit is basically the "A" series B.M.C., and may be had in standard or tuned form. For those requiring a lively little road car, the standard engine will suffice. The man who has competitions in mind, however, will want the tuned unit. The same applies to the gearbox, which may contain the normal gears or a close-ratio set of pinions. Generally, the tuned engine and the close-ratio gears will go together, and, of course, the owner who wishes to improve his car may change it from one specification to the other at any time.

The fibreglass body is built at the Turner works. It is a thoroughly practical open two-seater, with doors of reasonable size. Quite excellent is the luggage boot, for sports cars are often used for long distance touring, and nothing is so annoying as having to explain to the lady on your left that there is only room for a toothbrush and a bikini. The hood and sidescreens are

well made, but could be improved in detail as regards ease of erection and freedom from draughts. It is understood that these points will receive attention.

Naturally, the readers of AUTOSPORT are likely to be more interested in the tuned version than the one with the standard engine. Accordingly, and with the approval of Jack Turner, I borrowed the car with which Austen Nurse competed in the AUTOSPORT Championship last season. This is absolutely standard as regards the chassis and body, but has the tuned engine and close-ratio gears. Nothing spectacular has been done to the power unit, but an immense amount of that kind of work which is generally known as "careful assembly" has taken place. All the moving parts have been meticulously polished and balanced, and a lot of trouble has been taken over the

conditions, while 5,800 r.p.m. was the most I achieved on top gear. I am told that valve bounce begins at 6,300 r.p.m., but I did not press the willing little unit as far as that.

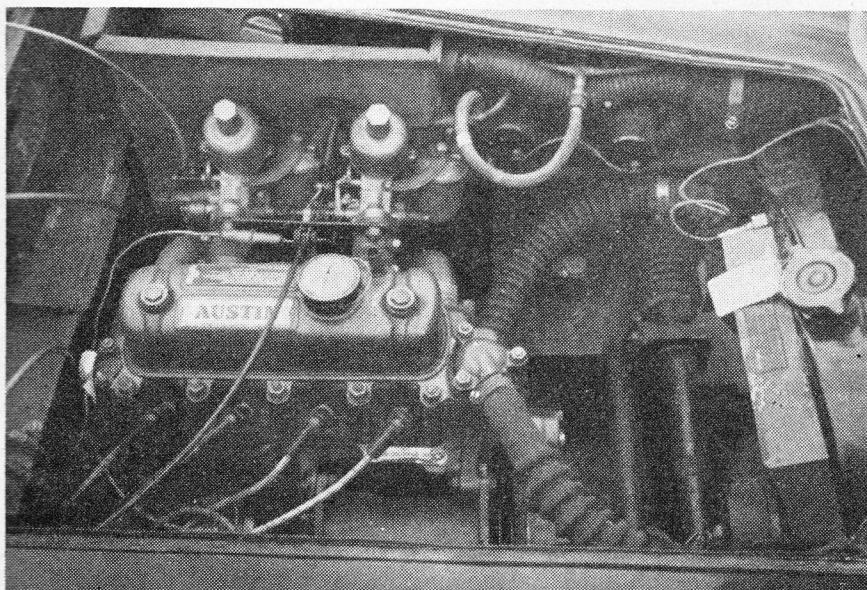
At the excellent timed maximum speed of 93.7 m.p.h., the small machine was perfectly steady and rode the bumps well, in spite of its short wheelbase. The time of 17.8 secs. for the standing quarter-mile must be regarded as sensational for a car of only 950 c.c. It was made possible by the close-ratio gearbox, which allows 60 and 80 m.p.h. to be exceeded on second and third speeds respectively. The up changes may be made as quickly as the hand will move without any sound or shock, and although the clutch smelt a little during the performance tests, it always gripped instantly after a snap change.

The riding comfort is good at all

*HOOD DOWN, and the Turner shivers in the murky gloom of Hyde Park. The Turner is neat and practicable without being pretentious in any way.*







*NOTHING SPECTACULAR has been done to the engine but a great deal of care has gone into its assembly.*

### Specification and Performance Data

**Car Tested:** Turner 950 sports 2-seater, price £575 plus £288 17s. P.T. (or £550 as kit of parts). Extras on test car: Rev.-counter, tuned engine, close-ratio gears.

**Engine:** "A" series B.M.C. unit in stage II tune, four cylinders 62.94 mm. x 76 mm. (948 c.c.). Pushrod operated overhead valves. Approx. 60 b.h.p. at 5,800 r.p.m. Twin SU carburettors. Lucas coil and distributor.

**Transmission:** Single dry-plate clutch, four-speed gearbox with central remote control, ratios 4.87, 5.84, 8.16, and 12.17 to 1. Open propeller shaft. Hypoid rear axle.

**Chassis:** Twin-tube frame with A35 helical spring front suspension. A35 rear axle on trailing arms and Panhard rod, with helical springs and telescopic dampers (laminated torsion bars to choice). Lockheed hydraulic brakes, 2LS in front. 5.20-

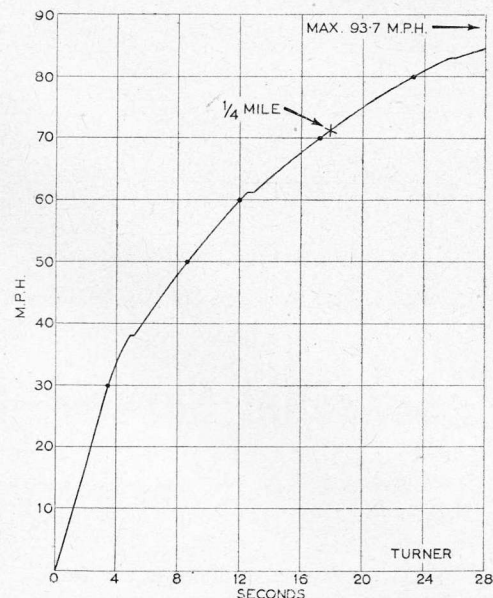
15 ins. tyres on bolt-on disc wheels (wire wheels to choice).

**Equipment:** 12-volt lighting and starting. Speedometer, rev.-counter, oil pressure and temperature and water temperature gauges, fuel gauge, ammeter, flashing direction indicators, self-parking windscreen wipers and washers. Long-range and fog lamps (extra).

**Dimensions:** Wheelbase, 6 ft. 8½ ins.; track, front 3 ft. 9½ ins., rear 3 ft. 8½ ins.; overall length, 11 ft. 6 ins.; width, 4 ft. 6 ins. Weight, 11½ cwt.

**Performance:** Maximum speed 93.7 m.p.h. Speeds in gears, 3rd 83 m.p.h., 2nd 61 m.p.h., 1st 38 m.p.h., standing quarter-mile 17.8 secs. Acceleration, 0-30 m.p.h. 3.4 secs., 0-50 m.p.h. 8.6 secs., 0-60 m.p.h. 12 secs., 0-70 m.p.h. 17 secs., 0-80 m.p.h. 23.2 secs.

**Fuel Consumption:** 32 m.p.g.



**Acceleration Graph**

effective, the screen tends to keep clean. The machine is, in fact, a perfectly satisfactory "shopping car" because its sporting attributes have not been developed to the point where practicability suffers. Again, the appearance is unobtrusive, and does not invite police persecution as appears to be the case with some sports cars. The whole vehicle is solidly constructed and well finished, and the fuel consumption remains moderate even during hard driving.

In addition to the B.M.C.-engined models, there are also Coventry Climax-powered Turners. When I was at the works, one of these was being fitted with a coupé body, which had gull wing doors and a frontal treatment slightly reminiscent of a Citroën "Goddess". Other activities included the development of a twin-camshaft light alloy cylinder head to be used in conjunction with a modified B.M.C. 950 c.c. block. The cylinder blocks are delivered to Turners undrilled, so that the location of the studs can be changed, for a head with inclined valves naturally has different water passages from a normal vertical valve layout. In the past, some twin-cam conversions have failed for this reason.

When this cylinder head is completed, it will render the 950 c.c. Turner an even more potent competition car, but, of course, development takes time. A detachable hardtop, of fibreglass construction, is to be offered for these cars, and conversion sets for those who prefer knock-on wire wheels are available, as is a heater. For full details, write to Turner Sports Cars (Wolverhampton), Ltd., Pendeford Airport, Wolverhampton.

### IRON CURTAIN PETROL

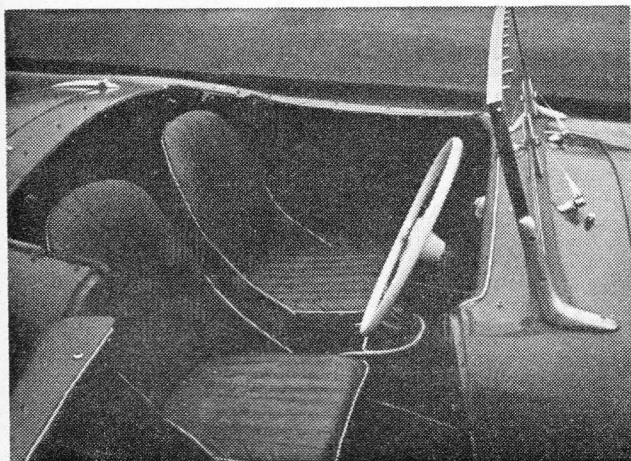
ANYONE thinking of going to Czechoslovakia—increasingly popular for tourists—will be interested to hear that books of petrol coupons can now be bought for Travellers' Cheques at all frontier crossings. Quality of fuel available is said to be British medium grade and costs 4s. 6d. a gallon with the coupons.

times, with no tendency to pitch. The steering is "quick" enough to allow rapid skid correction when the roads are icy, and the pedals are well arranged for "heel-and-toe". The brakes cope easily with a projectile of such moderate weight.

Roadholding is definitely a strong feature of the Turner. The little car is too low to roll appreciably, and it seems to enjoy fast cornering. The rear axle is well behaved, being positively located against bounce or judder during violent acceleration or braking. Even when bumps are struck during fast cornering,

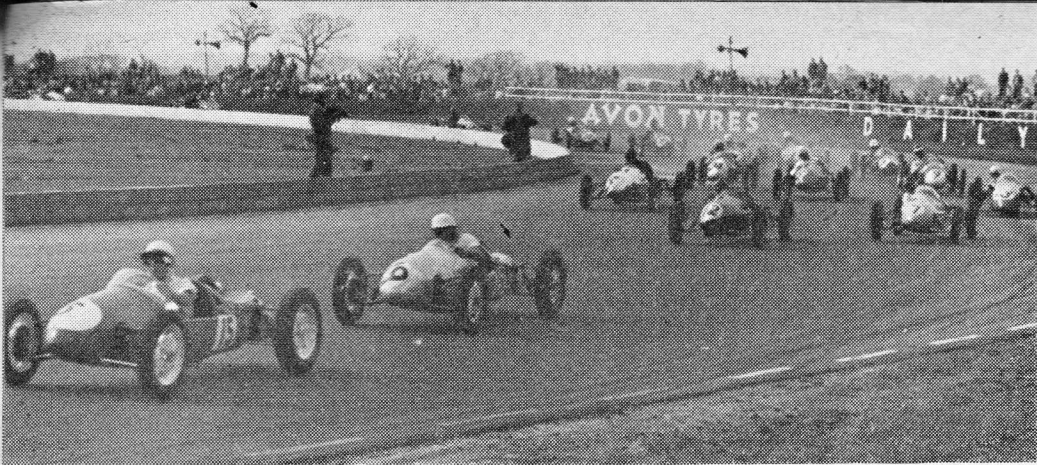
the amount of rear end breakaway is quite moderate. The problems of obtaining good roadholding are considerable when a proprietary rear axle is used on a light car. In this case, the positive location of the beam, allied with the strategic positioning of the telescopic dampers, gives roadholding which approaches that of some more complex designs.

Although the centre of gravity is low, the seating position is a little higher than in some sports cars. This is an advantage from the aspect of dazzling headlamps, and as the mudguarding is



★  
*COCKPIT is well set-up and the seating position a little higher than on most sports cars. It is comfortable and the machine is a satisfactory shopping car in addition to its sporting nature.*  
★





AUTOSPORT, FEBRUARY 20, 1959

*THE PACK, led by Stuart Lewis-Evans, takes Copse in one big bunch on the first lap of the 500 c.c. race during the Silverstone International Trophy meeting in May.*

## Seasonal Survey—Formula 3 Racing

By MARTYN WATKINS

THE 1958 season for Formula 3 racing followed much the same lines as in previous years: events were held at most of the circuits in Britain and formed part of the programme at the majority of the season's international race meetings. Yet one cannot help feeling that enthusiasm for this type of racing is definitely on the wane. Each passing season seems to find fewer fresh faces on the starting line for 500 c.c. events; from the spectators' point of view, the manner in which the crowds disappear during the first lap when one of these races is last on the programme is sufficient indication of the opinion of the majority.

Nevertheless, the fact definitely remains that this form of motor racing does give an immense amount of pleasure and fun to a number of people which is still large enough to be a strong force. The sport will never be the same, of course, without Stuart Lewis-Evans in the green Beart-Cooper to duel with the leaders, but then this regrettable fact holds true for other forms of racing as well.

Naturally, Coopers have dominated the Formula 3 season. In addition, a new 500 c.c. champion has emerged—a new driving personality in Trevor Taylor. Taylor—one of the many of this clan now actively engaged in racing but so far as I know no relation to any of the others—has proved himself to be a driver of immense capability and has beaten the redoubtable Jim Russell in the field which the Norfolk driver had made almost his own.

The season opened with the 500 c.c. race at the initial Mallory Park meeting, run by the B.A.R.C. as the first meeting of the year. The race was run over seven laps of the Leicestershire circuit and on the line were 11 Cooper-Nortons and one solitary J.A.P.-engined machine. For the first three laps S. Bloor led J. K. Pitcher and Gordon Jones, but on the fifth lap Bloor struck trouble and Jones took the lead with Pitcher and D. Wagner on his heels. Then, on the last lap, Wagner got past Jones and Pitcher disappeared to leave

A. E. Little firmly in third place. Wagner went on to win at 77.04 m.p.h. on a biting cold, overcast day, while fastest lap went to the unlucky Bloor at 80.20 m.p.h.

Then came the Snetterton spring meeting on 30th March, usually the opening meeting of the season. It has become almost traditional at this meeting that the Formula 3 race should see a tremendous duel between Jim Russell and Tommy Bridger, but on this occasion both were non-starters and Don Parker had things very much his own way. An early challenge came from J. K. Pitcher, but on the second lap his car fell sick. A fairly lively struggle for the places ensued between Donald Wagner (Cooper) and A. T. Skelton (Martin), the former just getting the decision. Don Parker's Cooper won at 79.97 m.p.h. and he also put in fastest lap at 81.95 m.p.h.

Then on to Brands Hatch on Easter Monday—traditional home of Formula 3 racing and this time, unfortunately, the scene of a most unsavoury incident which did nothing to improve our sport in the eyes of the lay public. Even more unfortunate was an accident in practice for the meeting in which a Formula 3 driver, D. S. Dunnage, was fatally injured after losing control of his Cooper on Paddock Bend.

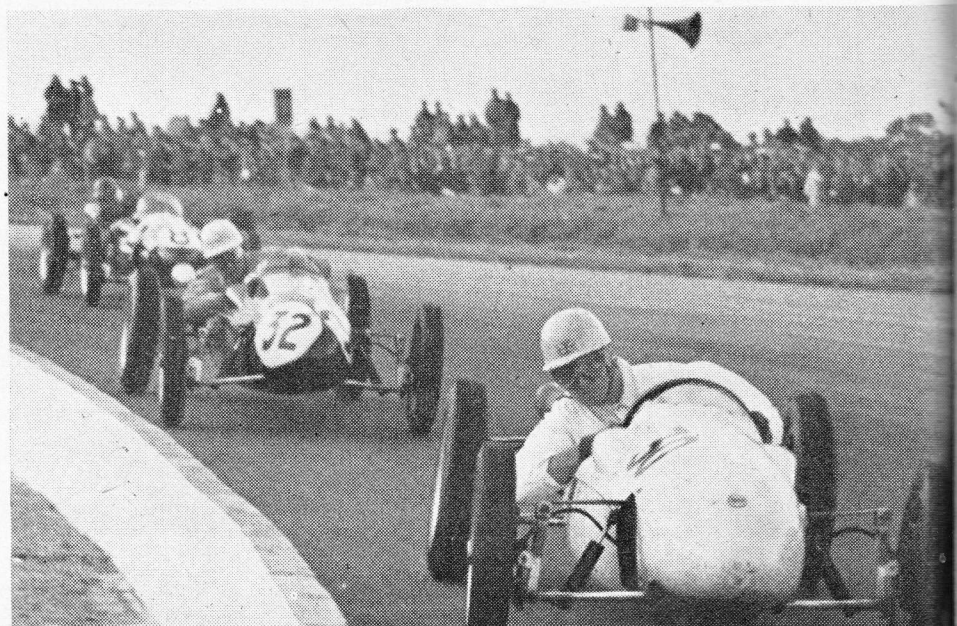
As is usual at Brands, there was, in

fact, not one but several 500 c.c. races during the day, the first being for "junior" drivers, i.e., those who had been unplaced in any F3 race in the past two seasons. J. Menzies, in the orange Petty-Norton, led on the first lap, hotly pursued by P. D. Michell, driving a modified ex-Stuart Lewis-Evans Cooper, and J. R. Lewis. On the third lap, however, Michell took the lead and R. Jaques, in the Ettorne Spl., and M. Trackman (J.B.S.-J.A.P.) took second and third places respectively. This order was maintained to the end, Michell winning at 67.64 m.p.h. and also turning in fastest lap at 69.53 m.p.h.

The "senior" race, for the men who had been placed first, second or third in the past two years, was quite fantastic. Out of a dozen cars on the grid, only four—yes, four—survived to take the chequered flag. From the start, Don Parker took the lead, with Alan Cowley hard on his heels. From behind the trees at Druids it was reported that the two cars touched; then, a lap later, the same thing happened. This time both left the track, Parker going wide onto the infield and back onto the circuit, albeit in fourth place, while Cowley spun on to the grass and stalled. He restarted and rejoined the race, nearly two laps behind. As the pack came round, he accelerated and kept up and a lap later, as the cars swept round Clearways, he and Parker drew level and then, as they entered the main straight, the cars collided yet again. Cowley's machine reared up on its two offside wheels until it seemed that it must turn over; Parker's Cooper pulled up with a shattered front wheel.

As a result of a meeting of a tribunal representing the Competitions Committee of the R.A.C. following these incidents, Cowley's competitions licence was suspended indefinitely and Parker was severely reprimanded.

The race itself was won by Gordon Jones, at an average speed of 69.02



*LINE ASTERN at Silverstone—Henry Taylor, P. R. Ellis and the F3 Champion, Trevor Taylor, follow the same line through Copse during the May International meeting.*



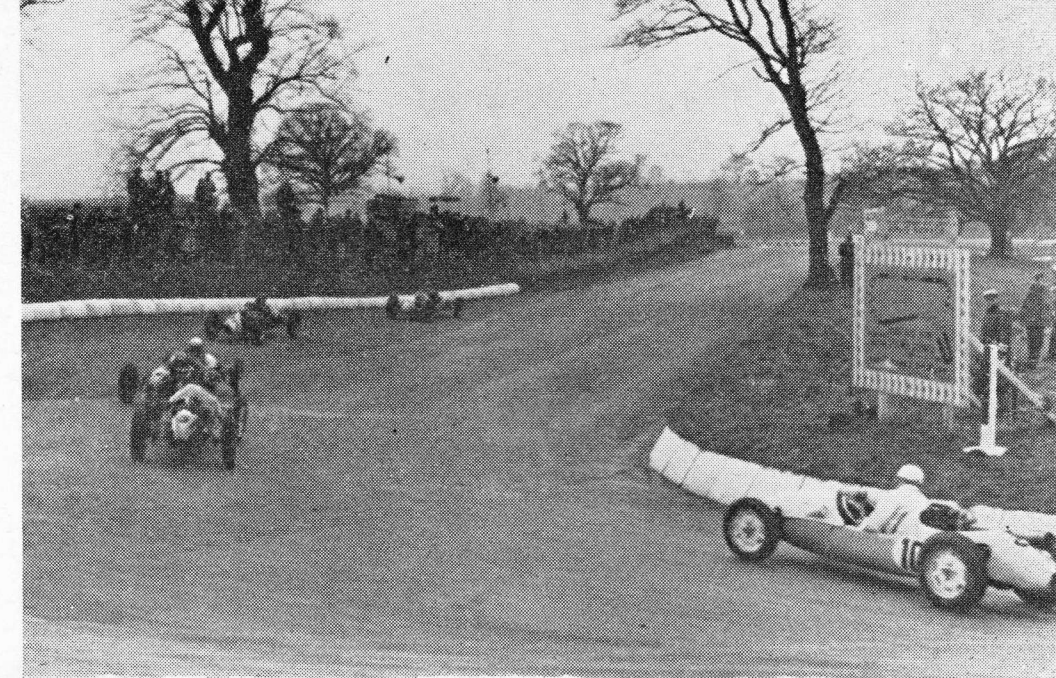
**MALLORY PARK**—a string of 500s swings wide through the altered hairpin during a wintry meeting on the Leicestershire circuit.

m.p.h., followed home by A. T. Skelton (Martin-Norton) and Albert Zains (Flash Spl.). Jones made fastest lap at 71.54 m.p.h.

Easter at Mallory Park saw a Formula 3 race, and a most exciting one, too. For 13 laps Peter Proctor and S. Bloor fought it out, nose-to-tail, while only a matter of yards behind them were Donald Wagner and W. G. Harris (Flather-Norton). These four were perhaps half a lap in front of the pack when both leaders fell out of the running, Proctor having spun off and Bloor having had a plug-lead come adrift. This allowed Wagner into the lead to win at an average speed of 78.81 m.p.h., with Harris second and R. A. Bell third, 42 seconds behind. Proctor made fastest lap at 81.82 m.p.h., and also won the earlier F3 race, a seven-lapper, at 78.54 m.p.h. from Bloor and Wagner.

Last spring the main talking-point was of the new Yorkshire airfield circuit at Full Sutton, and at the first-ever meeting held there in early April three records were broken! These were not, however, speed records—it turned out to be the coldest motor race meeting ever held in Britain, the circuit—at 3.2 miles—the longest used in this country since the war and, most exciting of all, it was the first British circuit to be lapped at over 100 m.p.h. by sports cars! An eight-lap F3 event was on the programme, and this proved to be a gift for R. A. Bell (Cooper), who won easily. A battle for second place between Gordon Gartside, driving his petrol-engined Cooper-Norton for only the third time, and T. Dawson (Cooper) resulted in the former getting the flag by a length.

Main event for motor sport fans on Easter Monday was, of course, the Goodwood International meeting, and here too there was a 500 c.c. race. Here Trevor Taylor scored his first place of the season, taking an initial lead. Stuart Lewis-Evans and Jim Russell soon took over from him, however, but Russell spoiled what must surely have been a real fight by having a chain break on the third lap. This left Lewis-



Evans with a substantial lead, and Taylor drove home to a well-deserved second place, followed by J. K. Pitcher and Don Truman. Both winning cars were Beart-prepared Coopers.

We return to Brands Hatch for the next round, this taking place at the 20th April B.R.S.C.C. meeting. There were three 500 c.c. races here on this occasion, for "junior" and "senior" drivers and for J.A.P.-engined cars. First of these was the "junior" race, and this was won convincingly by J. D. Menzies (Petty-Norton), who took a lead from the start and finished a clear five seconds ahead of A. V. C. Newton. Third was S. Jensen, driving Albert Zains's fuel-injected Flash Spl. Menzies won at 68.23 m.p.h.

After a suitable interval for other machinery to race, the J.A.P.-engined machines came on to the grid. E. V. Koring (Smith) made no mistake about this, taking the lead on the first lap and never losing it, to win by seven seconds from N. Street (Kieft). Third place was held by J. R. C. Mew (Cooper) for most of the race, but M. Trackman (J.B.S.) motored steadily through the field to lead him in.

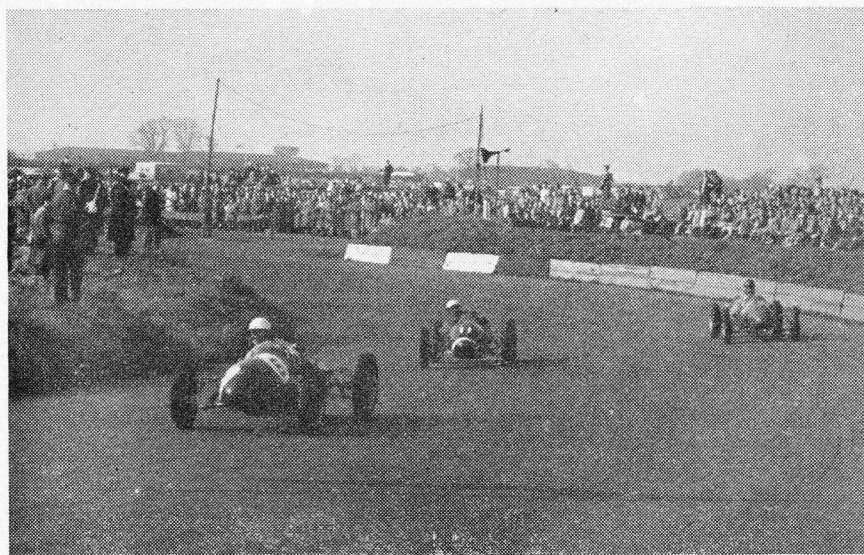
The "senior" race featured a small, but select, field in which Don Parker took the lead at once, quickly getting away from Gordon Jones. Jones himself continuously drew steadily away from J. Pitcher, who nevertheless finished in third place ahead of A. T. Skelton. Parker eventually finished about 100 yards in front of Jones, who in turn led Pitcher home by 10 seconds. Parker's average speed was 69.35 m.p.h., and he made fastest lap at 72.47 m.p.h.

An international meeting was the scene of the next F3 race, this occasion being at Silverstone for the *Daily Express* Trophy meeting. As might have been expected, Stuart Lewis-Evans was in pole position, sharing the front row with Jim Russell, Don Parker and Scott Bloor. Lewis-Evans, in the Beart-Cooper, took an initial lead followed by Donald Wagner, from the third row, and Bloor. At the end of the first lap, however, Parker was in front but both Lewis-Evans and Russell had repassed by lap two. At the end of lap five, Russell was in front, followed by Lewis-Evans, Parker and Bloor, but by the seventh lap Stuart was back in front and in the process of a tremendous duel with Russell. On the 11th lap, however, the former slowed, was passed by Parker and then stopped altogether, leaving Russell with a secure lead. He won convincingly at 89.70 m.p.h. from Parker and Don Truman.

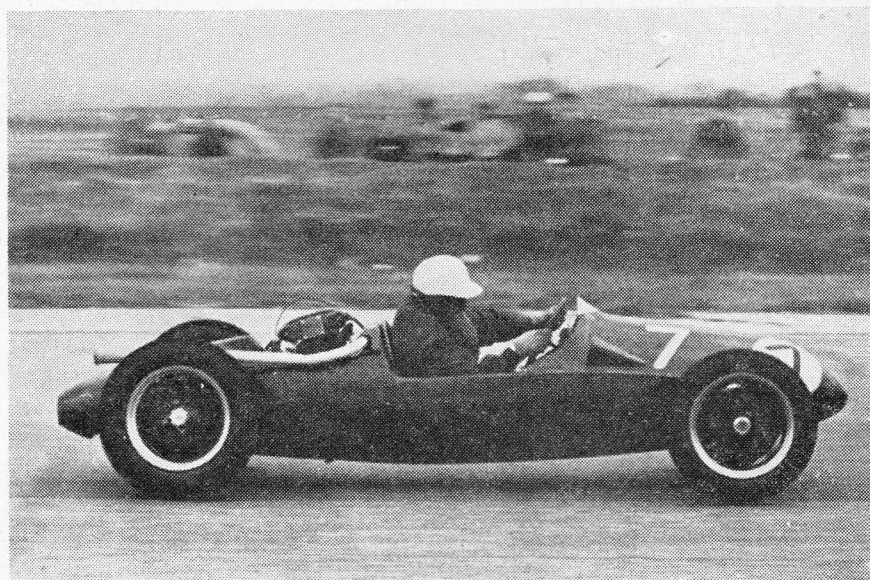
At Mallory Park on 11th May, Trevor Taylor scored his first win of the season, taking the lead from the start at the B.R.S.C.C. meeting. He was hotly pursued by J. Pitcher and P. Robinson, who eventually finished in that order after a stirring dice. Taylor eventually won by 18.8 seconds at 81.07 m.p.h., and also put in fastest lap at 82.94 m.p.h.

Then we go to Silverstone for the Maidstone and Mid-Kent M.C. national meeting on 10th May. Two preliminary heats resulted in wins for P. R. Proctor and J. Pitcher, but the final was a splendid race. As might have been

**RUSSELL IN FRONT**—Jim Russell leads Tommy Bridger through Copse at Silverstone as they both lap W. A. Jones. The two drivers had many a duel during the season.







anticipated from the heats, Pitcher, Proctor and Don Truman duelled right from the word go. Proctor, however, suffered mechanical trouble almost at once, leaving Pitcher to be chased round by Truman, never farther apart than the length of a piece of string. On the last lap but one the latter made his effort at Woodcote and nipped past into the lead, holding first place for the whole of the lap until, on the last lap, he braked

finished in that order, with Ian Raby third.

Mallory Park also provided a race for the half-litre brigade at the Nottingham S.C.C. meeting on Whit Monday. This was won in fine style by Peter Proctor, who finished three seconds ahead of Scott Bloor. The pair of them finished a lap ahead of third man A. Eccles (Mercury) and Proctor made fastest lap at 81.82 m.p.h.

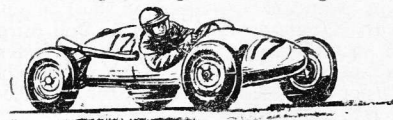
Now we go to Snetterton again for the Snetterton M.R.C. national meeting on 1st June. The Norfolk circuit is, of course, Jim Russell's home ground, and the local boy set about demonstrating this in no mean fashion to win by 20 seconds from Tom Bridger. Third place for most of the way was held by Don Parker, but after eight laps he disappeared from the lap chart and J. Pitcher eventually came home in third place, half a minute or so behind Bridger. Jim Russell also put in fastest lap at a record speed of 86.94 m.p.h.

A week later, at Brands Hatch, Trevor Taylor scored another win in the "senior" race, leading Tom Bridger home by about eight seconds. Bridger was in

*PAST CHAMPION—and still the undisputed master of F3 racing at Snetterton. Jim Russell takes his immaculate Cooper through Coram Curve on the Norfolk circuit.*

second place throughout the race while Don Parker maintained a continuous third position to finish about 10 seconds behind him. The "junior" race went, once again, to J. Menzies in front of A. J. C. Newton and R. F. Mayne.

On 22nd June there was a 500 c.c. race at the Midlands M.E.C. Silverstone meeting and this time P. Robinson took an early lead to reappear on the lap chart on lap two in fourth place, with J. Pitcher well out in the forefront. Robinson worked his way manfully back through the field, however, but could not quite regain his lost ground,

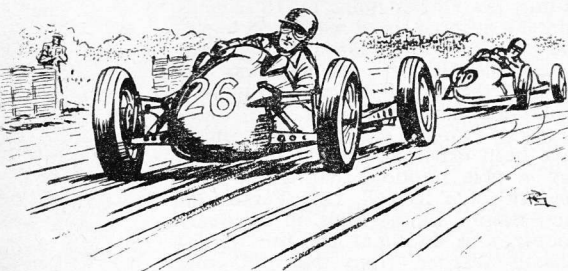


and had to be content with second place. Pitcher won at 66.75 m.p.h., and third man home was G. F. Chippendale.

For the F3 race at Snetterton on 29th June, when the Eastern Counties M.C. ran a national meeting, most of the entrants turned up with unsuitable competitions licences, and in fact only four cars ran, only three of these finishing. The result went to J. Pitcher at 81.14 m.p.h., followed home by P. Proctor and G. H. Symonds.

The same week-end, the B.R.S.C.C. provided a 500 c.c. race at Mallory Park and here the victory went to Don Parker, who took over the lead on the last lap to win from J. Pitcher and W. G. Harris (Flather-Norton).

On 5th July Trevor Taylor scored again, this time at Crystal Palace, where he won the Redex Trophy at the B.R.S.C.C. national meeting. He simply romped home some 12 seconds in front of Don Parker to win at 75.43 m.p.h., while third man home was Ian Raby. During the race, Jim Russell, who later retired with clutch trouble, set a new record lap—his second 500 c.c. record of



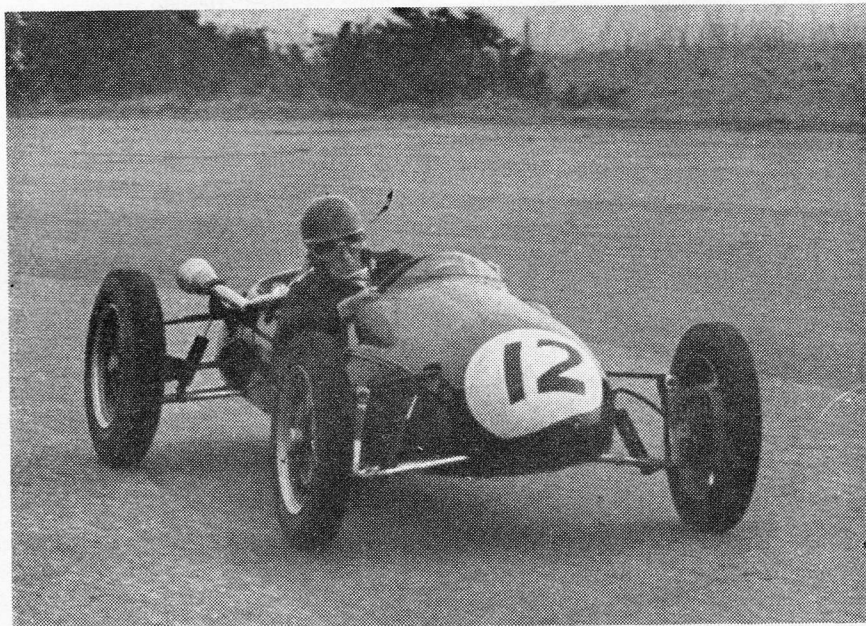
too early for the same corner and lost the race on the line!

Brands Hatch again, now, and another win for Trevor Taylor in the "senior" race. Tom Bridger, his car running on petrol, made a bad start, and Taylor had it all his own way in Francis Beart's car, eventually winning by more than half a minute. Bridger, however, quickly came through the field and began to challenge Don Parker, in second place, but nevertheless had to be content with third place. The "junior" race at the same meeting was won by J. Menzies at 67.03 m.p.h., second place going to J. R. Lewis.

On 24th May the 500s came out again at Full Sutton, the race being won by J. R. Lewis from D. H. Phillips and H. Stilborn.

At Crystal Palace on Whit Monday, 26th May, it was Tommy Bridger's turn for a win. Trevor Taylor took the lead on the third lap, but vanished out of the race on lap five to let Jim Russell into the lead. Russell's car, too, went sick, however, and Bridger took the lead from Don Parker on lap eight and they

*VETERAN of the 500 c.c. racing movement, Don Parker is still among the leaders. With a characteristically determined expression he drifts his Cooper through a bend to win yet another race.*



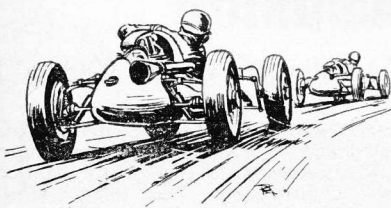


*STUART LEWIS-EVANS will be greatly missed in every sphere, but the 500 c.c. drivers will especially regret the loss of a fine driver, one of the few Grand Prix conductors to compete regularly in F3 racing.*

the season—by going round in 1 min. 03.8 secs., a speed of 78.43 m.p.h.

Next major event for the "circus" was at Silverstone on 19th July—the British Grand Prix meeting. Here Stuart Lewis-Evans, driving the Beart-Cooper, had an almost unchallenged win, maintaining a clear lead from the fourth lap onwards. Until this point, however, it had appeared that the issue might well be in doubt, for Trevor Taylor challenged him continuously and at one point led the race. After that, however, he dropped to the back of the field and subsequently retired. Lewis-Evans went on to win, and shared fastest lap with Taylor at 91.63 m.p.h. Second was Don Parker, and third Tom Bridger.

The last week-end in July saw the Vanwall Trophy meeting at Snetterton and this was a triumph for Phil Robinson, whose Stuart-Cooper led from start to finish, pursued by the Coopers of J.

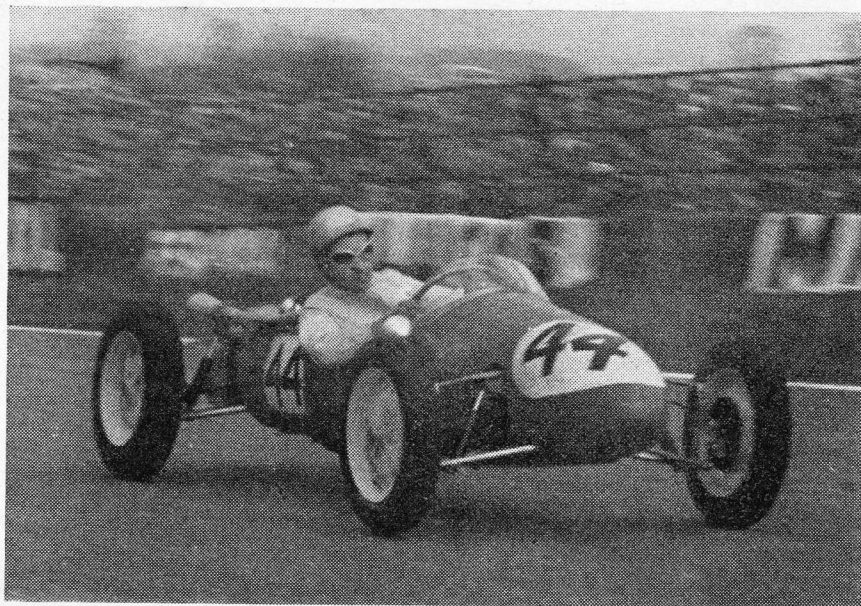


Pitcher and Don Parker, Parker eventually edged past Pitcher but could do nothing about Robinson, who won by over five seconds at 82.88 m.p.h. Parker, however, made fastest lap at 85.11 m.p.h.

There was also a race for 500 c.c. machines at Oulton Park that week-end, held during the meeting run by the Mid-Cheshire M.C. Here both J. Pitcher and P. Proctor retired after a grand struggle, and this let J. R. Lewis in to win by 62 seconds from Don Truman, who was chased over the line by the rapid Bond of J. B. Conyers.

Then came August Bank Holiday, and the main attraction for F3 exponents was, as usual, Brands Hatch. Here the *World Sports* Trophy race was fought out in two heats and a final. First heat went to Jim Russell, with Tom Bridger second and, surprisingly far back in the field, Stuart Lewis-Evans third. Winner of the second heat was J. R. Lewis from P. D. Michell and B. A. Heyward. The final saw a dramatic race, Lewis-Evans being forced to motor on the grass on the first lap while Jim Russell took the lead, strongly pressed by Tom Bridger. Russell left the road, however, and Bridger retired with a sick motor, leaving Stuart to win as he pleased with Lewis and Gordon Jones behind him.

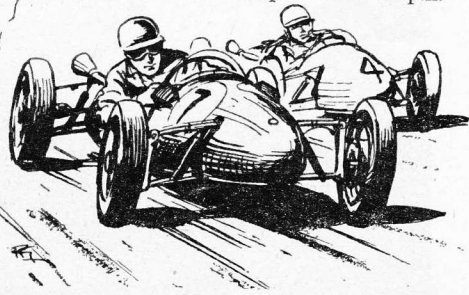
The following week-end, at Silverstone on 9th August, came the 500 c.c. drivers' big day—the B.R.S.C.C. 100-mile Commander Yorke Trophy race. The two heats were won by Trevor Taylor, with Don Truman and P. D. Michell following him home, and by Don Parker, followed by J. Pitcher and J. Menzies. For the final, a field of 22 cars lined up and Trevor Taylor immediately pulled away into a clear lead which he maintained to the end to win, a lap ahead of



the second man home, J. R. Lewis. Third was Don Parker. Fastest lap was set up by Lewis at 77.18 m.p.h.

There were two meetings giving events for the Formula 3 brigade on 30th August. One of these, the Nottingham S.C.C. Silverstone meeting, saw a 10-lapper which resulted in a complete and devastating win for Scott Bloor, the only finisher to complete the distance. The other, which somewhat naturally attracted a larger field, was at Brands Hatch for the B.R.S.C.C. International meeting. Here the 500 c.c. men competed for the Lewis-Evans Trophy, donated by "Pop" Lewis-Evans to celebrate his having competed in no less than 50 consecutive meetings at the Kentish circuit. The first of the two heats proved an easy win for Stuart Lewis-Evans, although he was harried for the first three laps by Trevor Taylor until the latter's motor died and he retired. The second was mainly for the slower cars, and was won by G. F. Chippendale. The final was a somewhat processional affair, for Tom Bridger led from start to finish, followed by Stuart Lewis-Evans and Don Parker. J. R. Lewis was fourth.

On 7th September the Snetterton M.R.C. held the first Archie Scott-Brown Memorial Trophy race meeting, a fine meeting to commemorate a fine driver. Here, Don Parker took F3 honours after a race-long battle with Trevor Taylor, winning by just over one second. Third man home was J. R. Lewis, and Tom Bridger made fastest lap at 86.47 m.p.h.



Northwards, now, to Oulton Park, for the Mid-Cheshire M.C. organized international meeting there on 20th September. Here the F3 race went to Tom Bridger after a fierce duel with Trevor Taylor. Don Parker joined in the

struggle in the early stages, but gradually dropped back before retiring, while Taylor himself failed to finish after spinning off course at Esso Bend. This left Bridger right out on his own, a lap ahead of the rest of the field, which was headed by J. Pitcher, W. G. Harris, Don Truman, Gordon Jones and Scott Bloor. Fastest lap went to Taylor at 83.53 m.p.h.

This was the last major event for the Formula 3 cars. However, there remained events at the Peterborough M.C. Silverstone race meeting, the B.R.S.C.C. meeting at Full Sutton, a Charterhall event and a final meeting at Brands Hatch.

The Peterborough event was a duel between Peter Luke and P. D. Michell, victory going to the former. At Full Sutton, the fast circuit saw a win for



J. Pitcher at 91.21 m.p.h. with a fastest lap at 92.31 m.p.h., while at Charterhall G. F. Chippendale won at 73 m.p.h. from R. T. Spreckley and R. A. R. Bell.

Last race of the season was at Brands Hatch on 5th October. Here, in pouring rain, P. D. Michell lost his life in a crash in the "junior" 500 c.c. race, after a most promising season. At the time of the crash he was lying in second place behind B. A. Heyward, who went on to win and second place went to E. V. Koring with Peter Luke third.

The "senior" event was won by Tommy Bridger after a steady drive, taking the lead on lap five to stay in front of Trevor Taylor and Phil Robinson. This race was the last qualifying event for the *World Sports* Trophy, which was won by Gordon Jones.

And thus ended the Formula 3 season—a season in which three unhappy incidents occurred, a new 500 c.c. champion emerged and Coopers went even further, if that were possible, to consolidate their position as the only F3 cars remaining as a major force in the category.





WITH due apologies in advance to Messrs. Beasley, Slater, Cathay and the rest of the backroom and outdoor boys of the North Midland Motor Club, Sunday, 15th February, was Brenda Alldred's day!

Not only did she, as Secretary of the Meeting of one of the biggest trials in the calendar, bombard all and sundry with invitations, letters and literature, threaten the Press with extinction if they dared to ignore her "beloved" Kitching Trophy trial, but she nobly aided husband Tony and the "Tic a Toc" J.A.P.-Bassinot to win the major award, and she herself won the "Bouncers' Bowl" at one of the finest trials your "Long-toothed Northern Ed." has yet covered!

With an entry of 50; Mr. Charnelly's wonderful Rowlee Farm on the side of the Snake Pass as a venue; a dozen first-class hills; well, what more could any trials driver or spectator desire? Although it rained and the clouds descended to ground level, nobody cared. Everyone was happy, that is with the exception of the local constabulary who just couldn't cope with spectators' cars lined on both sides of the main road for miles on end. Even Alec Francis, John Dickinson and Eric Jackson whose engines all suddenly came to an 'alt and wouldn't go any farther didn't seem despondent!

Now on with the job in hand! Because of the big entry, the old "bête noire" of the journalist was in force, "the split entry"—i.e., even numbers to sections A1 to 6 and odds to B ditto. This arrangement never really allows for a very accurate report so apologies in advance for "those splendid cleans not seen"!

The hills began with A1 which went down through a water splash, up and out on to wet grass, then straight up alongside a wall, the grass surface quickly cutting down to mud. No one looked like making it, the best being A. D. Alldred (J.A.P.-Bassinot) who reached section six. M. Hazlewood (M.H.S.) and John Harrison (Harford) both came to rest in five.

A2. An old friend and possibly the

*WHO SAYS trials aren't popular? Just some of the many spectators' cars which lined the roadside near by during the day.*

**NEW HILL—OLD HAND:** Tony Marsh urges his faithful T.M.S. up the new climb—B1.

left to a rutted track which wound high up a mountain side. Only B. H. Dees (P.A.B.) "got there" much to the concern of his wife who couldn't quite see how she was going to get down again. Neither in fact could I, but he made it! Next highest was Alldred, who made section two.

A4. Ran up from the lane, rounded a marker and came down again, then right, up a badly rutted track. Best here was E. Jackson (Cannon) who stopped in section five. Alldred, Dibble, A. Marsh (T.M.S.), G. Newman (Cannon), R. W. Phillips (Fairley), E. Harrison (Cannon), P. Highwood (Expence) and Chappell all made section four.

A5. Took a right-hand turn from a shale bank, then up the side of a wall; out of this latter jutted a large and very unfair slab of rock over which drivers were "forced". Alldred made it "clean", J. Deeley (Elfin), L. Hurt (Ford), Phillips and Lawson managed to achieve section five.

## An All-Alldred Occasion

Tony and Brenda Organize, Advertise, and win the "Kitching"!

best hill of the day, starting from a lane, up and over a steep grass mound, left and down a track to a very tight, adverse-cambered hairpin which led into a river bed; the last-named was too narrow to admit all four wheels of a car so competitors were forced to travel half on the bank and half in the river bed—a position most weird and wonderful to behold. Those failing to complete this manoeuvre, and their name was legion, remained suspended on three wheels high above the ground until manually released! The hill continued up a further track to a steep grass bank. Only three made this, coupled with clean climbs, names of the meritorious being F. T. Lewis (Cannon), M. Lawson (M. & L.) and R. Chappell (S.C.S.).

A3. Starting in the same lane, turned sharp right over a bump, immediately

A6. Again from the lane, up a narrow mud track, next a vicious left-hand turn to a slippery bank, then on to a rutted track. Four "cleans" here, namely Newman, Phillips, Lawson and Chappell and one very near miss, Marsh, who failed in section nine.

The B sections, on the other side of Rowlee Farm, were rather more on the dirty side, there being a great deal of sticky glutinous mud about which became more S. and G. as the day went on, much to the enthusiasm of the spectators who flocked to the more tasty portions!

B1. Was a new hill to the "Kitching", the first I should imagine for a good many years. This led on to deep leaf mould; the taped portion ran high into a wood, to finish with a bad left-hand turn, but as no one arrived there, it didn't matter! Marsh, A. Francis (Can-





**RON KEMP** (right) urges his Cannon on to greater efforts at B4 or "Harrison's Maze". Ron did not figure in the results this time.

non), Newman, Phillips and P. Barden (P.A.B.) all made section six.

B2. Ran down a grass lane to a right-hand turn on adverse camber, up and over a mud path and on to a bracken ridge. Next came first a right- and then a left-hand turn to climb a steep bank, the hill finishing with a wet grass hairpin. No one made the bank, highest were Edward Harrison and Peter Highwood who both made section six. Section five saw a dozen or more.

B3. Started in a cart track which oozed water, up and over three ledges of a wet river bed, down into deep, deep mud, then over a rocky step to turn first left and then right over a steep bracken bank. Marsh, Lewis, Phillips, Barden, R. Kemp (Cannon), Chappell and T. C. Harrison (Harford) made the turn into section five but the bank remained unsullied!

B4. John Harrison, who found the maze, and how he wished he hadn't, thought this one up; it ran up and over a steep bank, down a very steep incline nearly to the main road, then a hairpin right up and over two steep bumps to finish on an adverse-cambered hairpin, the whole most elaborately taped, very long and extremely intricate! One "clean",



Tony Marsh. Alldred, Jackson and Edward Harrison all got into section nine.

B5. Starting downhill, then a "ruddy great rush up a dirty great mountain"

**WONDER BOY:** Eric Jackson (below) deep among the wheel ruts of B3.



## SHELSLEY WALSH IMPROVEMENTS

**E**NERGETIC steps to improve Shelsley Walsh for spectators and competitors are being taken by the committee of the Midland Automobile Club, the President, Mr. S. H. Newsome, stressed at the annual club dinner in Birmingham last week (Friday, 13th).

"We are going to have the Orchard as a car park, which will improve the comfort of spectators," he said. "We are cutting down trees, work which has started, and we are doing work on the surface of the Hill itself, and on the paths and steps. And the meetings will be held on Sundays."

"These improvements will be welcome news to all followers of motor sport. I believe that the time and money which is being spent on providing this new look Shelsley will be amply repaid."

"Shelsley must not be allowed to die. It has got to go on. It is a wonderful training ground for future drivers. Raymond Mays has called it a little motor world standing in its own grounds. Anyone who has driven up there will know what he means."

Both Mr. Newsome, who was replying to the toast of the club, and Mr. Anthony Curtis, who proposed that toast, referred to the need for the 700 members of the club to play their part.

The committee, Mr. Curtis said, was not getting the support it deserved from members. No club, however efficient it was, could get on without that support. The time had come when the 700 members should get down to supporting the club in a practical way; it behoved every member to make the effort to try to make it a bumper year for the magnificent event, Shelsley, which had been going on for 50 years.

was the order of the day—literally! For the first time in years there was a clean climb, Hazlewood! Marsh reached "eight", so did Phillips, the rest all failed around section seven.

B6. Went up a steep winding grass track then around a cunningly sited large and very heavy tree which "reached out and smote the unwary" then on to a right-hand taped steep grass climb up a valley. Again it was Hazlewood, Alldred, Lewis, Jackson and Lawson who were clean.

The lunch-time scoreboard showed Alldred in the lead with 70 marks, Marsh and Lawson tying for second place with 67 apiece, Chappell 62 and Lewis 61. As it happened, the repeat round in the afternoon under slightly more adverse conditions did not alter the first three placings so, for another year, finished a truly magnificent Kitching Trophy trial—thank you, North Midland. FRANCIS PENN.

### Results

**Kitching Trophy:** A. D. Alldred (I.A.P. Bassinet), 147 marks. **Parker Trophy:** A. E. Marsh (T.M.S.), 144 marks. **Noble Trophy:** M. Lawson (M. & L.), 143 marks. **Senior Trophy:** R. W. Phillips (Fairley), 136 marks; 5, F. T. Lewis (Cannon), 135 marks; 6, R. Chappell (S.C.S.), 133 marks; 7, T. C. Harrison (Harford) and G. Newman (Cannon), 130 marks; 9, E. Harrison (Cannon), 127 marks; 10, R. Wilson (P), 126 marks.

**Bouncers' Bowl:** Brenda Alldred. **Team Award:** The Three Tonys (Alldred, Marsh and Marshall), 388 marks.

**FAIRTHORPE, LTD.**, are to introduce modified models on 1st March. The Electron is to remain in its present form but will be powered by the 1,098 c.c. Coventry-Climax Stage 3 engine as standard, giving 93 b.h.p. instead of 84 b.h.p. with the Stage 2 engine. A heavy-duty gearbox and Michelin "X" tyres will also be fitted. Price is increased to a total of £1,211 17s. (including tax), plus £33 14s. for the tyres and gearbox. Kit of parts for home construction will cost £734.

The Electron Minor, Standard 10-powered car, is to have a redesigned body front, twin SU carburettors as standard and a snap-action petrol filler cap. New price is £755 17s. (including tax) or £466 for the kit of parts.

**MR. CHRISTOPHER TEMPLE** has been appointed competitions manager of the Mobil Oil Co. in succession to Mr. J. C. Theodosius.



*BRUCE McLAREN, the winner, and second place man Ross Jensen set off on their tour of honour after the race.*

NEW ZEALAND'S series of international races was broken on Saturday, 31st January, when the South Canterbury Car Club conducted the Waimate "50", a New Zealand championship road race, on a 1.3-mile circuit making use of the streets of the picturesque little town.

It had been hoped that Ron Flockhart with the B.R.M. and Jack Brabham with a works Cooper would be able to compete, but the club did not receive an international permit for the meeting as it was the first race to be staged on this new "round-the-houses" circuit.

Nevertheless, the event drew 10 of the country's best drivers and it was the most evenly matched field seen so far this season. The race, which was won by Auckland Bruce McLaren, was undoubtedly the most fantastic seen in this country for many a year.

Just as the starter's flag fell an electrical storm started. Thunder, lightning and torrential rain for about 20 minutes turned the course into a lake and made it almost impossible to distinguish the cars as they sped past amidst plumes of spray.

However, by the time the race had run half its course, the sun broke through and dried out the roads. Nevertheless this storm accounted for the poor time of 70 minutes exactly, set by McLaren for the 65 miles with his 1,960 c.c. Cooper-Climax. His average speed was 55.7 m.p.h., although in practice he had put in a lap at 69 m.p.h.

In the El Salvador Maserati, Ross Jensen came home in second place, 48 secs. behind McLaren. He was followed in by Sid Jensen with a 1,500 c.c. Cooper, Johnnie Mansel with the ex-Moss, ex-Jensen 250F Maserati, Merv Neil (1,960 c.c. Cooper-Climax) and R. Gilbert (Cooper-Bristol), who completed 49 of the 50 laps. The only other finisher was Christchurch's Pat Hoare who completed 33 laps on his 3-litre Ferrari. Hoare had to make a very long pit stop to dry out his engine, which was literally swamped during the storm. Tom Clark (Super Squalo Ferrari), George Lawton with the ex-Brabham, ex-



## A Waterlogged Waimate "50"

Bruce McLaren (Cooper-Climax) Wins by 48 secs. from Ross Jensen (Maserati)

By Peter Greenslade

McLaren 1,500 c.c. Cooper-Climax sports and J. C. Cullen with his Cullen 500 had to give up because of the conditions.

The South Canterbury Car Club staged six races altogether on the day and they attracted more than 100 entries. Practice could not be held until the early morning of race day, but even before it started it became obvious that the Cooper drivers were in for a field day.

The little circuit had only one real straight and it was not much more than 400 yards long, down the main street of the town. Virtually every corner was

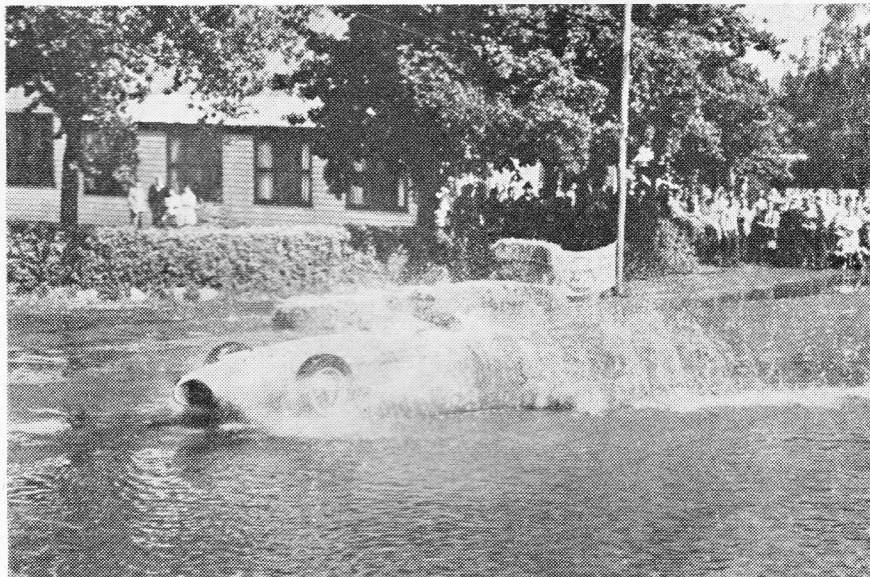
a right-angle or more and the surface was fairly bumpy.

Ross Jensen, who had stripped down the Maserati after the Lady Wigram Trophy and made repairs to the gearbox, did not rate his chances very highly but he decided to start, in order to give the car a run, as a prelude to the Teretonga Park International scheduled for 7th February.

When they got down to practising it was obvious that the circuit was just what the doctor ordered for Coopers. McLaren went round in 1 min. 6.5 secs., Merv Neil with the other 1,960 c.c. car did 1 min. 9.7 secs., and Sid Jensen with the 1500 did 1 min. 10.1 secs.

Next was Hoare with the Ferrari, who returned a time of 1 min. 13.4 secs., which was a very solid effort. Mansel managed 1 min. 14 secs. with his 250F; Jensen 1 min. 14.1 secs. with the El Salvador car; Gilbert 1 min. 14.4 secs. with the Cooper-Bristol; Clark 1 min. 15.2 secs. with the Super Squalo; Lawton 1 min. 17.9 secs. with the sports Cooper, and Cullen 1 min. 31.1 secs. with his 500.

A large crowd gathered round the circuit and packed the small grandstands for the morning events, which went off very well and provided some exciting racing. Before the main race the crowd had grown considerably, but as the cars were wheeled out on to the grid for the main race, everyone looked anxiously at the ominously black sky and several drivers exchanged their goggles for visors.



*THIS IS NOT Donald Campbell in Bluebird but Ross Jensen ploughing through heavy seas in the El Salvador 250F Maserati.*



**EXCUSE ME!** George Lawton's determined Cooper heads through the bales and towards a very solid looking building as David Young passes in his C-type Jaguar.

McLaren naturally took the pole position and the grid order was:

Hoare (Ferrari)	S. Jensen (Cooper 1500)	Neil (Cooper 1960)	McLaren (Cooper 1960)
Gilbert (Cooper-Bristol)	R. Jensen (Maserati)	Mansel (Maserati)	
Cullen (Cullen 500)	Lawton (Cooper Sports)	Clark (Ferrari)	

The starter raised the flag but the rain came down first. It really poured, and, before the cars were on the way, the pilots and spectators were soaked to the skin.

The flag dropped and Mansel took the black Maserati through from the second row and surged past McLaren, who was next out, to beat him narrowly into the first corner—a right-angled right-hander, 200 yards from the start.

It was almost impossible to pick up the others in the murk and rain. Mansel came round in the lead, followed by Ross Jensen, Sid Jensen, McLaren, Hoare, Gilbert, Clark and Cullen. There was not much between any of them and Mansel had taken 1 min. 28 secs. to complete the standing lap. As a matter of fact, it was more like speedboat racing than motor racing and it was only with the greatest difficulty that the numbers of the cars could be picked out through the spray.

The pack wallowed into the corner at the end of the pit straight for the second time and it was only then that it was realized that one of their number was missing already. It was Neil. Everyone was out of sight before he showed up after evidently having a mix-up somewhere round the course.

Mansel made the next tour in 1 min. 24.5 secs. and was closely attended by Ross Jensen in the blue and yellow El Salvador car.

These Maserati men might not have been exactly flying—they were averaging little better than 50 miles an hour—but it was a truly phenomenal performance in the frightful conditions. Actually, they both realized that under normal conditions they would have no chance of holding the Coopers. But they also realized that the Cooper drivers were having a shocking time as, with most

of the cars behind them, they had very little protection from the torrents of water being flung up from the front wheels and from cars in front.

In any case, the Maserati men were making time while the rain fell and two of them opened up a large gap on the rest of the field.

Then, on his third time round, Mansel overshot the corner at the end of the main straight and had to take the escape route. Ross Jensen went to the front, but Mansel got back into action again without losing another place to McLaren, who had taken Sid Jensen. The Cullen 500 disappeared—it might have sunk somewhere for all anybody knew! Lawton floated into his pit and a very bedraggled pit crew wheeled the car away to shelter while the sopping driver went in search of dry clothes.

Ross Jensen appeared to speed up a little and opened up a gap on Mansel who did not seem quite so happy—it turned out that he had broken a shock absorber. Sid Jensen took McLaren to regain third place; still in rain which showed no sign of stopping.

With six laps completed, Ross Jensen was well out in front and appeared to be going faster than ever, much to everyone's amazement. Then there was a gap before Mansel and another one to Sid Jensen, who was closely followed by Gilbert, whose Cooper-Bristol had taken McLaren.

Tom Clark made a pit stop next lap, much to the embarrassment of his crew, who had sought shelter (the pits were open)!

Clark went off again, made another tour and retired. With Jensen and Mansel in their eighth lap and in the process of lapping Neil, who was still tailing the field a long way back, Hoare came into his pit with the Ferrari running on about three cylinders. The water had swamped the engine and the car was taken to shelter to be dried out!

In the ninth lap Gilbert, who was going great guns in the Cooper-Bristol, moved into third place behind Ross Jensen and Mansel, and was followed by Sid Jensen and McLaren. These three were having a real dice, in close company.

The 1500 Cooper-Climax and the Cooper-Bristol were neck and neck most of the time, one having the lead for a few seconds and then the other. This performance eventually got Sid Jensen into trouble. He was shunted by Gilbert, his orange Cooper spun and Gilbert lost some ground too. So, when they came round to start the 18th tour, McLaren had moved up to third place, then came Gilbert and Sid Jensen with the front end of his car slightly creased.

At last the rain stopped, but there was still plenty of water lying on the circuit and Ross Jensen began to circulate at about 1 min. 25 secs. fairly steadily. The sun came out and steam lifted off the road, once more making the cars hard to identify!

*TRYING HARD to make up lost time after a spin is Merv Neil (1,960 c.c. Cooper-Climax).*





As the sun broke through, McLaren started to speed up. He gathered in Mansel and at the start of his 23rd lap he forced the issue and Mansel overshot once more at the corner leading out of the main straight letting McLaren through to second place. McLaren was now lapping at 1 min. 20 secs. to Ross Jensen's 1 min. 23 secs. and it was obvious that it was only a matter of time. By the 32nd lap he had reduced the margin to 10.8 secs. and lap by lap the gap came down—9.8 secs., 7.2 secs.—until both Ross Jensen and McLaren were close to lapping Mansel. Then McLaren came round in front and it was not until 11.8 secs. elapsed that the El Salvador Maserati appeared.

Ross Jensen had changed down for a corner on the back of the circuit and to his consternation the clutch linkage broke. He was unable to get the gear and, in neutral, spun the car to avoid a collision. That was all McLaren needed.

Once again Jensen was without his clutch and he could do nothing but repeat his New Zealand Grand Prix effort and keep going without it. This proved a real handicap on the tight Waimate circuit and he steadily lost ground to McLaren, who now began to circulate, on the rapidly drying roads, at about 1 min. 16 secs.

Sid Jensen was urging on the 1500 Cooper and was up in fourth place, having got by Gilbert a few laps earlier. In the 42nd lap he took Mansel, but his shunt had cost him too much ground and he could not catch Ross Jensen. Hoare, who had dried out the motor of his Ferrari, had appeared again but was, to all intents and purposes, right out of the contest.

Gilbert overshot a couple of corners and let Neil bring his 1960 Cooper into fifth place, behind Mansel. And that was how they finished—McLaren, Ross Jensen, Sid Jensen, Mansel, Neil, Gilbert and Hoare.

McLaren was given a great ovation and was obviously a very happy young man as it was his first major win since his return to New Zealand.

But the drivers were sad sights. In fact they all looked as though they were suffering from severe bouts of chicken-pox! In the midst of the storm there had been some hail and the force of it had brought the uncovered portions of their anatomy out in angry red spots!

Although the Waimate "50" was the premier event of the day, there was much interest in the other races. Lawton had a start-to-finish win in the 19.5-mile scratch sports car race, averaging fractionally more than 60 miles an hour in his sports Cooper-Climax. He was followed home by G. Pierce in a dis-braked Austin-Healey, 17-year-old Jim Palmer in a 1,100 c.c. Lotus and Angus Hyslop in a D-type Jaguar. In this race Lawton made a spectacular excursion into the straw bales which looked as though it might have dire results, but the blue Cooper was reversed out none the worse.

Later in the day, Lawton followed up his win by taking the 19.5-mile sports and racing car handicap.

A 10-lap saloon car handicap proved once again that there is more in this racing business than meets the eye. In fact the result left the handicappers with very red faces. In the midst of the enormous field was one very ordinary looking Volkswagen. The handicappers, imported from Christchurch for the day, took little notice of it and more notice of the driver. They discovered that his name was Andy Irving and his age was 72 and so they set him off from the front mark.

What they did not know, and what nobody bothered to tell them, was that years ago this elderly gentleman earned himself an enviable reputation as a conductor of Bugattis!

Also no one had mentioned the fact that the same elderly gent had installed a blower in the ordinary looking Volkswagen! There was a lot of feeling behind Mr. Irving's benign smile as he romped away from the field to lead from start to finish, completing the 13 miles in a matter of 17 mins. 24 secs.!

The first prize was only a matter of £15 but it was not bad pay for less than 20 minutes' work. And thus, yet another way of implementing the old age pension was ably demonstrated—much to the amusement of everyone except the red-faced handicappers.

This Waimate meeting was greeted most enthusiastically by the townspeople and already there is talk of it being held again next year with overseas drivers taking part.

The organization was perfect, and every credit must be given to the South Canterbury Car Club which ran its first major meeting without a hitch.

## AUSTRALIAN G.P. FOR TASMANIA

**£15,000 Spent on  
New Circuit**

THE Light Car Club of Tasmania will reach the pinnacle of its remarkable career when it conducts the Australian Grand Prix in heats and final on 28th February and 2nd March.

The L.C.C.T., with headquarters in Launceston, is Tasmania's oldest car club. It is noted for the range of its activities, which include road races, aerodrome races, beach sprints, beach races, hill-climbs, standing and flying quarter-mile events on the road, a 24-hour "Alpine" trial through the mountains of Central Tasmania, a two-day rally (which includes a dozen tests on the R.A.C. pattern), night and novelty trials, autocross and social events.

Its sprint meetings for years were held on a stretch of road known as the "Flying Mile", situated near the small town of Longford, a few miles out of Launceston. Although the section was on a state highway the authorities readily gave assent to its closing for these meetings.

One day someone realized that the "Flying Mile" formed one leg of an approximately four-sided circuit of 4½ miles, and the government and municipal authorities were approached—somewhat tentatively—for permission to close these roads for a race meeting.

Permission was granted!

People of Longford were wholeheartedly behind the scheme, and they, the Light Car Club and the Tasmanian Motor Cycle Club (also Launceston based), formed the Longford Motor Racing Association, which sponsors the meetings and takes the profits for local charities.

The meetings rapidly grew in stature, and last year the main race was included in the Australian Gold Star list. As a result many leading drivers and cars were attracted and the meeting was a great success. Nearly 40,000 people saw the two days' racing.

The Longford road circuit is a beautiful setting and it is a real road circuit. The roads are all state highways, linking roads or town streets. It twice crosses a river and goes over and under a railway line. The big snag was the narrowness of the straights. Cars were timed down the fastest section at 150 m.p.h., a speed much too high for comfortable passing on a 16 ft. roadway.

With the knowledge that Tasmania would in 1959 get the Australian Grand Prix for the first time if the roads could be brought up to standard, an intensive campaign began.

The Longford Municipal Council and the Minister for Public Works agreed to co-operate with men, plant and money in road widening. The Motor Racing Association kicked in another thousand pounds. Its president, Mr. Ron Mackinnon, whose property adjoins the circuit, gave gravel and lent plant.

Now the two straights are widened to 24 feet, the narrow Mountford Corner has been eased, and other minor works have been completed. Work estimated to cost £15,000 has been put into the circuit, and the 100 m.p.h. lap is said to be "in the bag".

### WINE AND DINE DEPT.

ON Friday, 6th February, the Redex concern threw a cocktail party at the Midland Hotel, Manchester, in honour of the success achieved in the 1959 Monte Carlo Rally by a "Fully-Redexed" Jaguar driven by George Parkes, Arthur Senior and Geoffrey Howarth, which came first in Category I, Class I, and won the AUTOSPORT Trophy.

Presenting a handsome bonus cheque to George Parkes, Mr. J. R. Morrice, a Director of Redex, paid well-deserved tribute to their racing representative, Stan Peckham, well known to Monte habitues for his valuable work in that connection.

DORCHESTER SERVICE STATION have just acquired the Graham Hill Formula 2 Lotus and a 2-litre sports Lotus, which David Piper will drive in 1959 events.

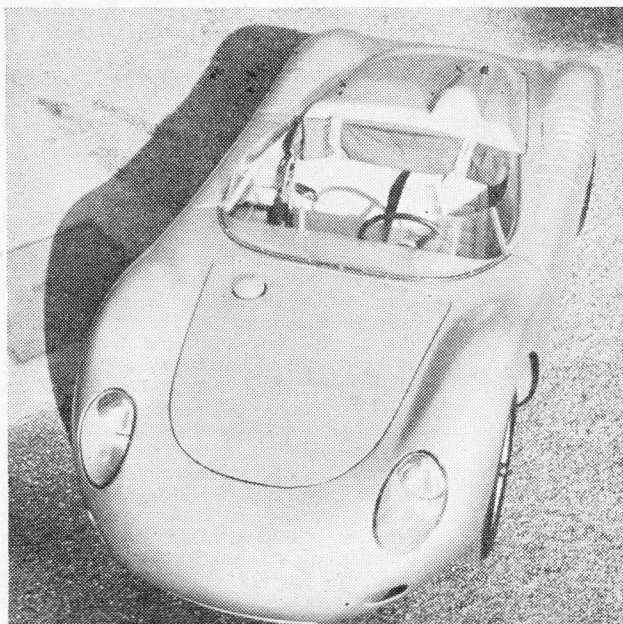
### CANADIAN INTERNATIONAL RALLY

RUNNING in a field of 162 cars over a 1,400-mile course through Ontario, a Swedish SAAB GT 750 outpaced the competition to emerge outright winner of the 1959 Canadian International Rally, organized by the British Empire M.C. of Toronto. Drivers of the winning car were Homer Trotter and John Burns of Watertown, New York.

The Canadian International Rally attracts some of the finest rallyists in America and this year included an entry from Pat Moss and Ann Wisdom, who won the Coupe des Dames in an Austin A40.

Much of the 1,400 miles was over ice and snow and drivers reported seeing snow drifts 20 and more feet high. A full illustrated report will be published next week.





★  
*UNCHANGED LINE is carried on for the Type 718, all the alterations having been made under the bonnet. A Formula 2 version has also been produced, and the whole of the first production series has already been sold.*  
 ★

PORSCHE have started production of the 1959 version of their sports-racing machine, Type 718, which will be known as the 1500 RSK 1959. Already the whole of the first series of about 20 cars, including several Formula 2 versions, has been sold. Price is 8,000 U.S. dollars, and buyers of the 156 m.p.h. machine include Jean Behra, de Beaufort, Art Bunker, Wolfgang Seidel and one of the Mexican Rodriguez brothers.

The engine is the usual horizontally opposed four-cylinder rear-mounted one, developing 165 b.h.p. at 8,000 r.p.m. A

(Continued on page 256)

#### Technical Data

**Engine:** Four cylinders, horizontally opposed, air cooled by radial fan. Bore 85 mm., stroke 66 mm. (1,498 c.c.). Compression ratio: 9.8:1. Power output: 165 b.h.p. at 8,000 r.p.m. Maximum torque: 14.9 mkg. at 6,300 r.p.m. Crankcase and single cylinders made from light alloy with hard chromium working surface on cylinder bores. Three roller and one ball-bearing on crankshaft. Four overhead camshafts, two coil springs to each valve. **Transmission:** Single dry-plate clutch, five-speed gearbox in unit with differential, with electron housing. Synchromesh on second, third, fourth and fifth speeds. Two duplex down-draught Weber carburettors.

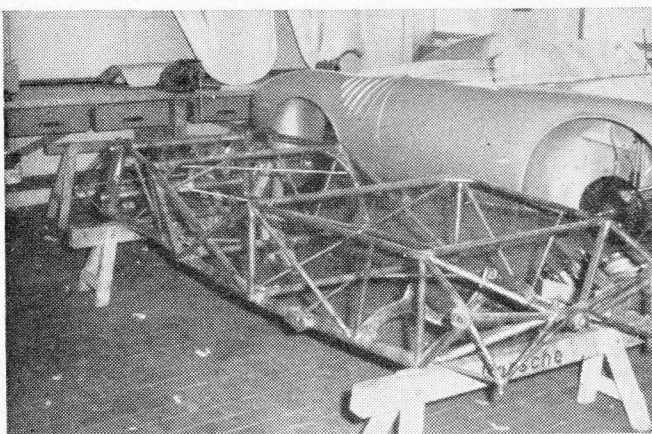
**Chassis and Suspension:** Welded steel tube space-frame. Independent front suspension with two radius arms, torsion bars, duplex telescopic Koni shock-absorbers, and anti-roll stabilizer. Rear suspension with two low-pivot, swinging half-axes, wishbones and radius arms, duplex telescopic shock-absorbers and coil springs.

**Steering:** ZF-Ross, with damper.

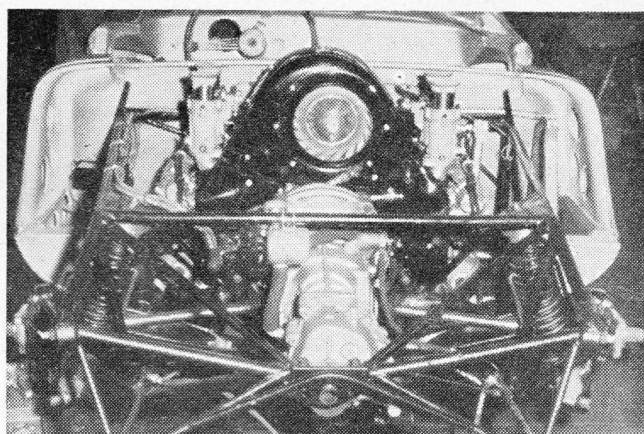
**Dimensions:** Wheelbase 2,100 mm.; front track 1,290 mm.; rear track 1,250 mm.; length 3,600 mm.; width 1,510 mm.; height 880 mm.; dry weight 530 kgs. Estimated maximum speed: 156 m.p.h.

## Porsche for 1959

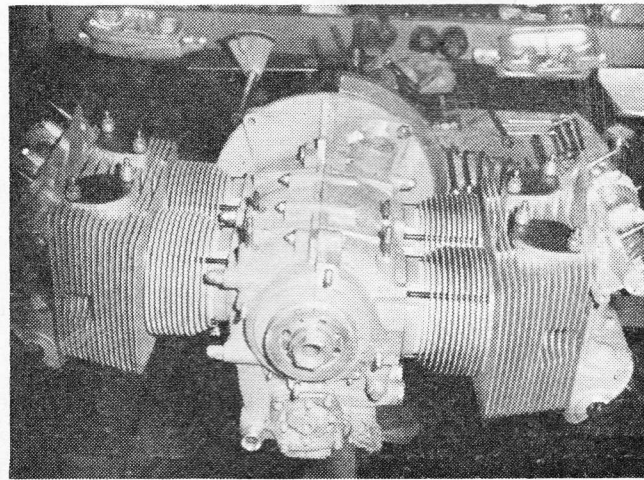
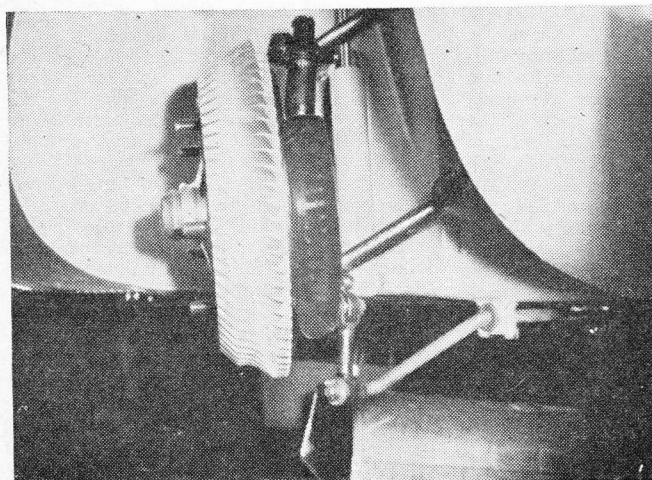
*New RSK Type 718 Replaces 550 Spyder*



ABOVE: The welded-tube space-frame of the new car awaits finishing touches. BELOW: Front suspension incorporates two radius arms and torsion bars.



ABOVE: Rear end, showing differential housing and fan casing. BELOW: a racing engine—the well-tried flat-four, air-cooled layout.





**DRY LAND AT LAST!** *The Rapier near Logis du Pins, where the snow and ice had disappeared—in direct contrast to the roads from Warsaw through Germany, Austria and the Gap-Chambray section.*

the shape of the red Swedish car. The ADAC people were most helpful; in addition, the Rootes umbrella was spread to its fullest effect. Prince Frederik-Karl von Preussen, who has competed several times in the R.A.C. Rally, advised us to take the autobahn to Munich on our way to Innsbruck, as the shorter route was snow-bound and hazardous. At the exit from the autobahn, Peter Dimmock's co-driver argued with a lorry, and the Zephyr came off second-best. The mountain road to Innsbruck was very slippery, and there were many ominous tyre marks ending abruptly against snow banks. I passed the little Vespas going uphill, but they rocketed past everything in sight going downhill, trying in vain to keep up an impossible schedule for their tiny engines.

At Garmisch, over 50 of the Stockholm starters fell victims to a police radar trap, but we were warned by a group of local enthusiasts who, by now, are probably still languishing in a local clink. The lovely town of Innsbruck was full of ski-ing parties; to us it looked like fairyland, the picturesque houses being made even more attractive by snow-capped roofs and the majestic background of the mountain peaks.

The Brenner Pass presented no difficulties, and at Bolzano we drove for the first time on snow-free roads to Trento, where we had an excellent meal, and took the opportunity to have a bath (luke-warm) in a nearby hotel. From there to Brescia we couldn't afford to hang around, for the roads are narrow and tortuous, and there is also the route of the thousand tunnels along Lake Garda. Mary Handley-Page and her crew took the alternative road on the east side of the lake, and were unlucky enough to

## FROM BEHIND THE IRON CURTAIN

Through Snow-bound Eastern and Western Germany—Black-ice Perils in France Cause Many Accidents

FROM Leipzig we took the autobahn route as far as the enormously wide Dessau section, where Mercedes-Benz and Auto Union used to set up those fabulous records in pre-war days. A heavy coating of snow and ice made driving extremely perilous; at Helmstedt we were whistled through the East German customs with remarkable speed, not even having to stop our engines. More snow and ice all the way to Hanover, where we had our first glimpse of the Stockholm starters. The German club did rally entrants proud, with a first-class running buffet and all possible facilities; in the car park, Brian McCaldin "persuaded" the Rootes distributor to swap his Continental headlamp bulbs for our British ones.

The autobahn to Bad Hersfeld was ice-bound but reasonably safe, but from there to Fulda and Würzburg the roads rapidly deteriorated, till approaching Rothenburg they were almost impossible. The Rapier bumped along on frozen snow, which turned to masses of filthy

### Part 2

By GREGOR GRANT

slush in the villages; in Rothenburg with its many bridges we were lucky to find the route to the autobahn for Augsburg, for the sign-posting in the centre of the city is somewhat misleading. We seemed to go miles searching for the Augsburg control which was situated on the Munich autobahn, but the authorities refused permission for Rally signs to be erected on the autobahn itself, and cars were routed across country. Arrangements at the control bordered on the chaotic, incoming and outgoing cars becoming irretrievably mixed up; the unfortunate Oscar Swahn parked his P444 Volvo in a lay-by, where it was almost completely wrecked by a passing heavy lorry and trailer which skidded on the icy road. The driver went on his way, blissfully unaware that he had considerably altered

run out of road and damage their Rapier. Ivor Bueb and Frank Scott came to their aid, saw them safely in hospital, and managed to arrive at Brescia with time to spare.

The A.C. of Brescia had their Mille Miglia signs in use, and the cars were parked in the famous piazza where scrutineering used to take place for the famous road race. At the entrance to the Milan autostrada I nearly came to blows with a belligerent petrol pump attendant, merely because my petrol coupons had not been franked properly. Practically all the way to Turin it was dense fog, but it didn't delay us overmuch—thanks to the illuminated posts which line the autostrada.

At Turin, Brian and I practised the way out, in order to save as much time as possible to Susa, for the crossing of Montgenevre. When it came to the bit, Grant, of course, turned right too early, and we lost about five minutes getting back on to the main road. Once we began the climb of the mountains, the



snow became thicker and thicker. Underneath, the surface was as slippery as anything I have ever experienced, and although we should have stopped to fit chains, we reckoned that it would be dodgy to try to stop at all. We tried all possible combinations of lights, but the blinding snow came towards the screen like a great white blanket. It was bitterly cold at the frontier, and the blizzard had increased in intensity. The snow was far too deep even to attempt jacking up the car to put on the spare wheels with their chains, so we just pressed on.

Going downhill the fun really started; we saw car after car stuck in deep drifts, the crews digging like fury. Anything over 40 k.p.h. was chancy. José Behra, who must have taken the wrong way somewhere, went past, completely lost control and the Citroën dived over the side and ended up in the woods—completely out of sight of oncoming cars. The Jopp/Lipstone Wolseley driven by Paul Emery slid gently into deep snow, and it took them about an hour to get out. Courtenay Edwards did the same, and he, owner "Mac" and David Humphrey dug for some time. "Mac" took out his suitcases saying that if the Rapier slid over the edge, he was going to make sure his clothes didn't go with it.

The roads to Gap were dreadfully dangerous, the dreaded black ice having formed after a partial thaw. Every few hundred metres we saw cars up against trees, on their sides, inverted or merely facing the wrong direction. There is nothing more calculated to force one to follow the French unwritten law "douce-ment, doucement".

The Gap control was chaotic, and occasionally free fights broke out as crews tried to have their cards stamped. Surely in this day and age it should be possible to have proper timekeeping arrangements in operation, with cars having their times entered so soon as they cross a particular line. Fighting one's way through dozens of people in order to queue up till some disinterested official deigns to notice one is not only frustrating, but a disgrace to the annual winter classic.

All the way to Chambéry the roads were still slippery, and that extra half-hour at the control was more than welcome. The Warsaw party had shrunk noticeably, and several of the Stockholm people were obviously well behind schedule. Then we were off again, this time on a more strict time schedule, for the Chambéry-Monaco section was in the nature of a classification test. Snow had made the Col du Granier terribly slippery, and once again we spotted cars in many peculiar places. Fortunately only light snow was falling, and unlike previous years, there was no thick cloud. However, it was risky to try to gain much time down to Le Sappey. From there to Grenoble black ice again appeared, and we saw several of the earlier starters obviously abandoned.

Anyway, we had time in hand at Monestier, and N 75 was commendably free from ice. The Cols du Feu and Croix Haute presented no difficulty, and

*CHAOTIC—was an understatement at the Augsburg control, where outgoing and incoming vehicles became thoroughly mixed-up at the entrance to the Munich autobahn.*



*TAXI! Ivor Bueb's Sunbeam carried this amusing sign all the way from Stockholm.*



*WELL-SHOD! Warsaw starters José Behra/Jean Hebert had no less than four spare wheels on the roof of their Citroën DS19.*







*BLACK ICE—caused the Tom White/John McAdam Aston Martin to finish up like this near Chembery. Fortunately the occupants were unhurt.*



*AUF WIEDERSEHEN—says the author and Brian McCaldin, snapped leaving the Augsburg control by Prince Frederik-Karl von Preussen.*

by the time we reached Sisteron, the roads were almost clear of snow.

As we neared the coast, twisting this way and that way, mostly on D-roads, winter could have been months away. At Le Logis du Pins the roads were completely dry, and from there onwards it was plain sailing—apart from fighting fatigue and careful timing during the total regularity section.

At last the Rapier crossed the Pont Charles Albert for the final run in via St. Martin du Var, Colomars, St. André, La Trinité and La Turbie. We clocked in on the Quai d'Albert, thankful to have qualified for the final classification test, but scarcely looking forward to it. Whilst early starters had been in bed for hours, we later ones had only an hour

at all controls, passage, secret or otherwise, at the rate of 1 mark per second, early or late, with a 10 seconds allowance either way. Thus on a total regularity section, crews could be dead on time at a passage control, but after clocking their times, they still had to keep to that ideal time.

There was always the possibility that accidents could block the road a few kilometres after leaving the check, and thus cause delays. After restarting there was the prospect of secret controls. Should one of these be sited not far from the delay, then obviously the car was behind time, and would probably have to exceed the set highest average to reach "B" on time. As the position of these secret checks was never re-

vealed (although known to some), it was impossible to discover whether or not marks had been lost by being late or early. To exceed the set averages by over 20 per cent. meant exclusion.

Taking it by and large, it was hardly a satisfactory conclusion to a long-distance rally, in which entrants covered about 2,500 miles only to discover that the final classification depended on a mere guessing game. Also, at certain controls, it was difficult to persuade those in charge to see the correct time on the equipment, which seemed to be a curious procedure.

On the whole, Warsaw was a good choice, if only for the novelty of starting from behind the Iron Curtain. However, so much driving was necessary on snow and ice, that a third man would decidedly have been an advantage. It is the continual concentration that brings on the greatest fatigue. Neither Brian McCaldin nor I took any "wakey-wakey" pills, but we certainly drank an enormous quantity of Lucozade. Oddly enough, this was the only thing on our car that the East German customs people treated with suspicion. They carefully smelled the contents, before allowing us to close the luggage boot.

In conclusion, we both have nothing but admiration for the little Rapier. It ran like clockwork from London to Warsaw and on the rally route. Little attention was required, beyond checking oil and water levels, and the car reflects the greatest possible credit on the men who made it, and the men who prepared it.



*TRUE — but the sign reads NICE not ICE, as Peter Jopp and Bernard Duval (left) take their Rapier through the final classification test.*

★

*UNUSUAL view of the tunnel at Monte Carlo (below) as the de Schutter/Hendrix DKW starts off on the final classification test.*

or so of sleep to which to look forward, before setting out on that mathematical guessing game which is such an unsatisfactory conclusion to what could easily be the greatest rally of them all.

The classification test itself was a fine idea, but its application left much to be desired. To sporting rally drivers, entire dependence on watches and timing gadgets never quite appeals as a satisfactory conclusion to an International event. Probably that is the reason why so many of the Continental "regulars" give the "Monte" a miss.

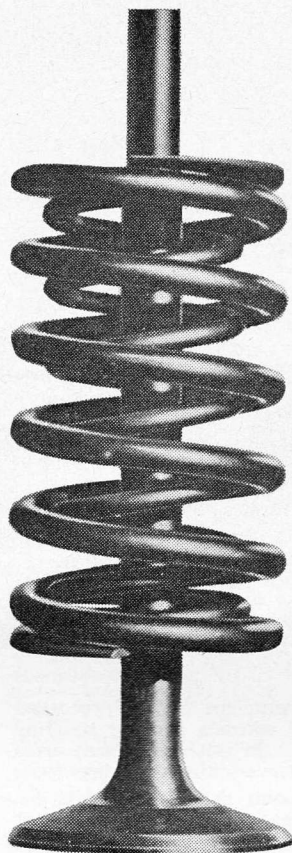
For example, an ideal time was given from A to B, with a maximum average speed imposed—higher for the normal touring cars than the G.T. or modified machines. Cars were timed, early or late,





# VALVE SPRINGS

## Effect on performance

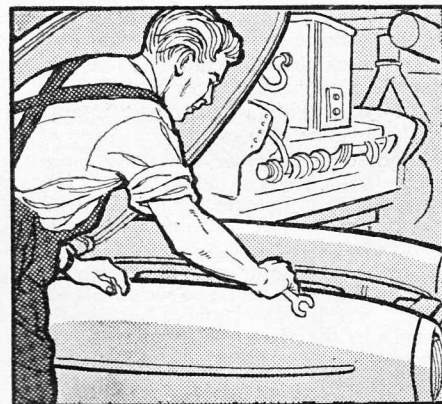


**Engine speeds** Engine speeds in excess of 4,000 r.p.m. are common in modern cars. At this speed a valve opens and closes approximately 2,000 times a minute. The opening is caused by the action of the cam, but the closing is controlled solely by the valve spring.

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

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

**Valve Bounce** At high revs. a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force exerted by the spring and so permits valve bounce at lower revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at all engine speeds. Thus poor performance, high petrol consumption can be caused by weak or worn valve springs.



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## PENN PORTRAITS OF NORTHERN SPORTING PERSONALITIES

### No. 47—Malcolm Bateman

ONE of the best known motoring characters in Yorkshire and the North, Malcolm Bateman, big, bluff and friendly, a member of the R.A.C. Competitions Committee, Chairman of the Northern Association of Car Clubs, past President of the Yorkshire Sports Car Club, is a man who loves motor sport of all types, with a preference, if any, for the genuine club event.

If not competing, or nowadays more likely organizing in some sphere or other, Malcolm is there, be it rally, trial or speed event, just watching or operating his cine camera.

Starting his motor sporting career in 1935 with a Marendaz Special of all things, which was bought extremely cheaply in the slums of London Town, but which, however, turned out, as it so happened, an expensive failure, Malcolm then graduated to an M.G. TA with which, to use his own words, "I learnt my motoring by driving in such events as the Scottish, J.C.C. and Scarborough rallies, the Yorkshire Club trials, graduating to speed work via Wetherby and so on."

This was later replaced by a Type 45 BMW which was built and ran in every event possible after the war, in which Malcolm Bateman served as a Captain in the Duke of Wellington's Light Infantry.

Next came No. 2. Tailwagger Allard (ex-Ben Hankins) which was used in a similar capacity in the "rougier" type of event! After this, Malcolm, who had always had a hankering to build his "own", started on his first special. Starting with an ex-W.D. Company Commander's vehicle, he removed some 31 inches from its midriff, moved the front axle forward by 18 inches and inserted a 3917 Mercury power unit. To complete the effort, a rather sparse and sketchy body was fabricated of aluminium sheeting and conduit tubing.



*HIS FAVOURITE EVENT* Malcolm Bateman urges his special out of a corner during a meeting at Rest-and-be-Thankful.

First time out, the "affair" recorded a time of 17 seconds for the standing quarter-mile! It was afterwards used for just about everything until late 1955.

Next, Malcolm decided to build his own chassis, so out of "a few yards of square tubing", a front axle borrowed from Tony Brooks's Villiers Vauxhall, and a rear-end derived from, of all things, an S.S.II, the R.M.B. was born. The power unit this time consisted of a V-8 Cadillac which was matched up to a hydramatic gearbox. The whole, of fearsome appearance, can go like a bomb in a straight line but is somewhat dicey if "it" sees a corner! However, the proud owner is, in company with Mike Wilson, who "owns something similar", in the habit of appearing at bad weather trials of an ill-nurtured type, which makes strong marshals rapidly disappear in all directions to avoid "extraction work!" 'Nuff said!

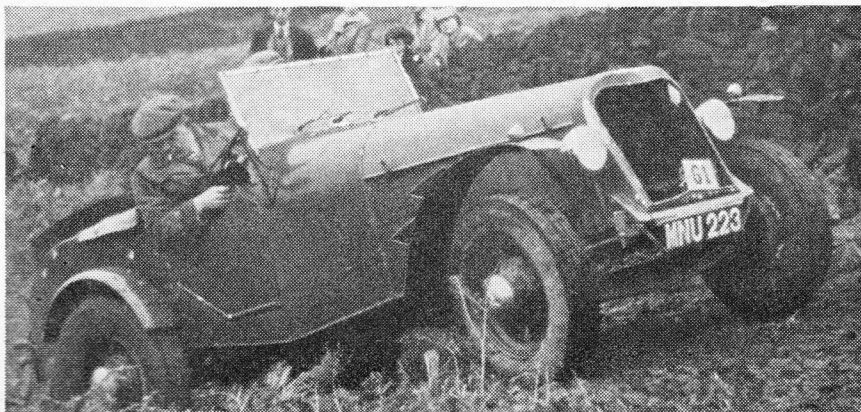
Born in 1912, Malcolm Bateman, by profession a worsted spinner and manufacturer, is married and has two young sons. His wife, Lucy, is a motoring enthusiast, her large and comfortable caravan being the focal point for their

many friends at most Northern race meetings. Malcolm's favourite transport is his Mark VI Bentley, and event, Rest-and-be-Thankful Hill-Climb. His ambitions are two-fold: personal, to see the races at Nürburgring, Monza and Indianapolis, and, in general, to see the day when motor sport on the public highway is willingly accepted by all!

His suggestion for the improvement of our sport rather naturally deals with the clubs. It is that they should run less events on the open roads and use joint organization to promote better events.

The incident questions brought the following: funniest—at one of the first big trials after the war, Malcolm was sitting on the grass at the side of the Stonehouse Inn on Blubberhouse when he was asked for advice by a complete stranger, competing in his first event. Some was given and, presumably, taken, because a firm friendship resulted with . . . the late Ken Wharton!

Most disappointing, occurs every time his present special competes, as it is always *last*! Perhaps one day it will win! Nothing will be more popular with his fellows!



*WITH WHEELS SPINNING*, Malcolm Bateman comes to a halt during the 1950 Sheffield and Hallamshire High Peak Trial.



## AIREDALE AND PENNINE M.C.C. DINNER/DANCE

ABOUT 175 members and friends gathered at the Craiglands Hotel, Ilkley, on 11th February for the annual dinner/dance and presentation of awards.

In the chair was committee member Herbert Arrol, deputizing for chairman Maurice Grass who was unable to attend due to a sad bereavement, as also was vice-chairman Roger Kaye.

Principal guest for the evening was international rally and racing driver Peter Bolton, who replied to the toast "Our Guests". Other speakers were committee members Barry Law-Green and Herbert Arrol.

Peter Bolton suggested that the club

should do everything possible to encourage the younger members, and that an entry for an international event such as the R.A.C. Rally should be given as the main award for a rally in the future.

The annual awards were then presented by Mrs. Bolton, followed by dancing until the early hours.

The principal award winners were:—

**Heathcote Trophy:** M. Grass. **Consistency Cup:** B. M. Chippindale. **Novice Award:** C. P. Birkett. **Navigators' Award:** K. J. Pollard. **Chairman's Award:** D. Scanlon. **Enthusiasts' Award:** G. F. Chippindale.

**White Horse Rally: Overall Winners:** A. Turner and G. Parker (Knowlledge C.C.). **Best in opposite class:** G. Bowes and M. Horner (De Lacy M.C. of Pontefract).

**Dalesman Rally: Overall Winners:** M. Grass and K. J. Pollard. **Best in opposite class:** B. M. Chippindale and G. F. Chippindale.

## YORKSHIRE RALLY Provisional Results

**Best Performance:** J. W. Waddington (Austin Farina A40), 12 marks lost. **Navigator:** J. M. Wood. **Runner-up:** K. Liptrot (Austin Farina A40), 14; **navigator:** P. P. Dingley. **Best Opposite Class, over 1,600 c.c.:** J. G. Allison (Vauxhall Velox), 20. **Runner-up:** A. J. Burton (A.C. Ace-Bristol), 24; **navigator:** N. Donavan. **Ladies' Award:** Mrs. E. R. Einhorn (Ford Zephyr), 128. **Novice Award:** A. Rathmell (M.G. Magnette), 91. **Team Award:** "Y.S.C.C. Eight-siders" L. S. Stross (Porsche), M. H. Whaley (Riley), and Dr. J. K. Armstrong (Austin A95), 99. **First Class Awards, up to 1,600 c.c.:** M. Sutcliffe (Morris Minor 1000), 17; J. R. Loxham (Sunbeam), 25; D. H. Gill (Riley), 26; J. Heppenstall (M.G.A.), 26; K. Lee (Speedwell A35), 31; J. V. Varley (M.G.A.), 35; L. S. Stross (Porsche 1600 Super), 35; P. Cooper (Austin Sprite), 36; M. H. Whaley (Riley 1.5), 36. **Over 1,600 c.c.:** J. Todd (Jaguar), 25; Dr. J. K. Armstrong (Austin), 28; P. R. Bolton (Triumph TR2), 37; M. Pickersill (Triumph TR3), 44.

A report of the rally will appear next week.

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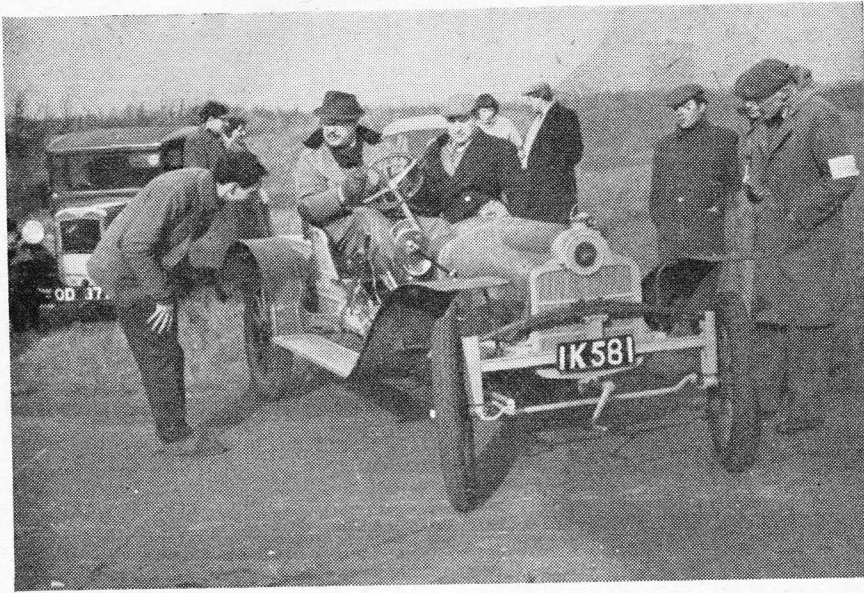
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**FIFTY YEARS OLD:** The delightful little 1909 1.6-litre Sizaire Naudin of P. A. Mann gets a close scrutiny from some interested onlookers.

A VERY full entry and, for the time of the year, splendid weather were provided at Heston Aerodrome, Middlesex, on Sunday for one of the Vintage Sports Car Club's entertaining driving test meetings. The entry totalled nearly 80, most of whom actually took part in the day's tests. As is usual at these events, the cars in which spectators arrived were for the most part every bit as interesting as the ones driven by competitors!

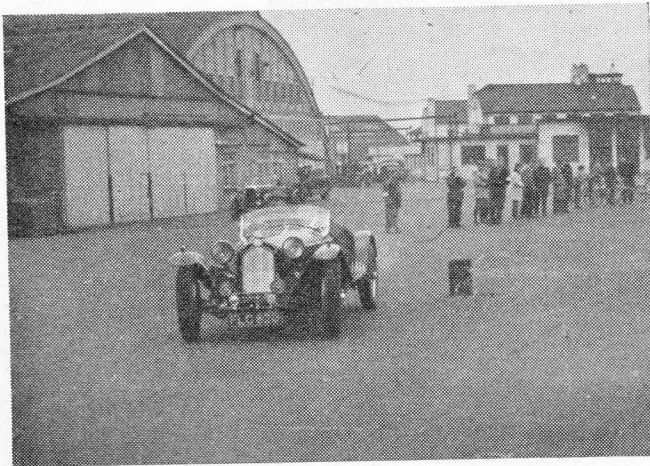
There were four classes—vintage sports cars, vintage standard sports cars, vintage touring cars and thoroughbred cars. Five tests had been arranged for the competitors, the first of which was a zig-zag (non-vintage men should read "wobble-wobble" here) which involved a high-speed dash through five conveniently situated pylons. Some of the larger and less handy motor-cars appeared to be something of a handful here, while those which displayed large amounts of understeer also gave their conductors a great deal about which to think.

Second test was a "go-stop", a simple acceleration and braking test, which proved that many people were using brakes which were a little out of balance.

(Continued on page 256)

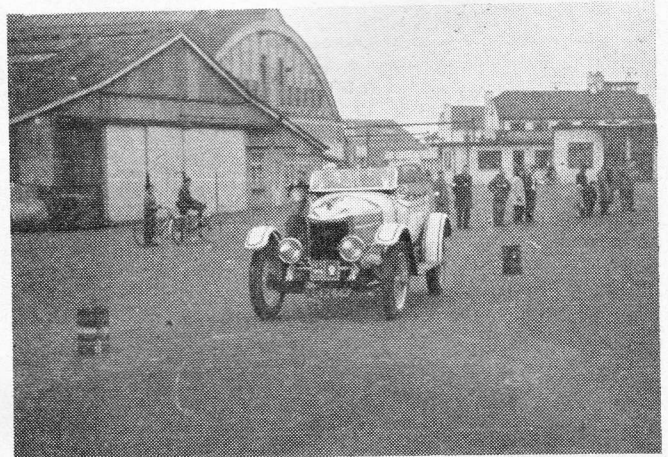
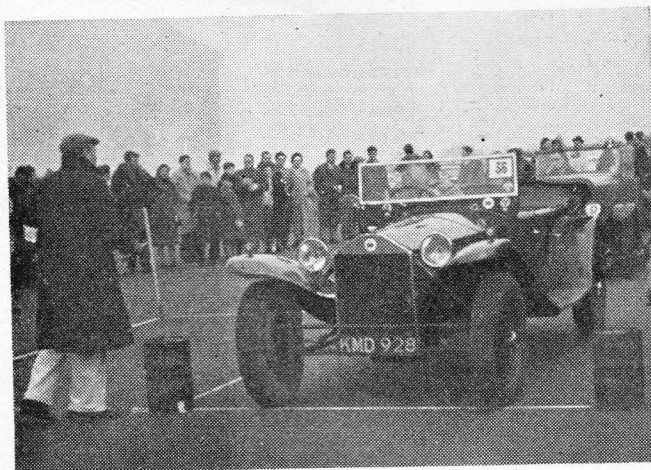
## V.S.C.C. Driving Tests

A large crowd watch a full entry perform at Heston Aerodrome



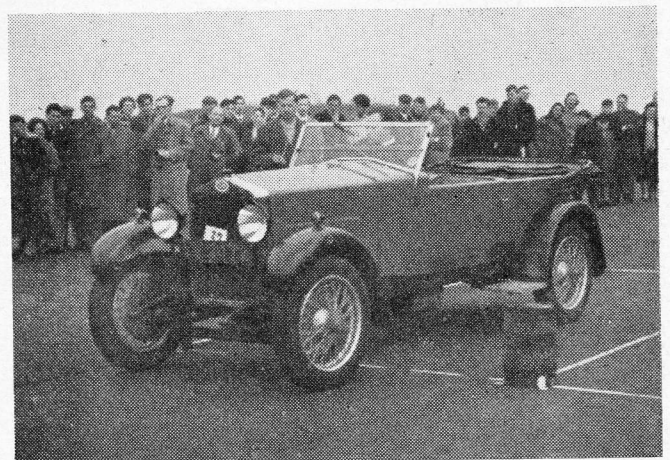
W. J. BODDINGTON (above) takes his 1932 Alfa Romeo through the zig-zag.

ABOUT TO START the garage test (below) is J. Borthwick (1927 Lancia).



OLD FAVOURITE: L. Pomeroy (above) takes his famous 1914 Prince Henry Vauxhall through the first test.

FINISHING the garage test (below) is H. F. Moffatt in his 1927 O.M.





# CORRESPONDENCE

## Watch Out!

I AM writing to ask you whether, through the medium of your excellent journal, you could warn all motor sport enthusiasts of a new cult that has sprung up in London, particularly in the Chelsea and Kensington areas.

There would appear to be a section of the public who collect car badges and several friends of mine as well as myself have had car badges removed from our cars during the hours of darkness. No damage has occasioned as the badges are removed expertly, complete with retaining nuts, bolts and clips.

LONDON, S.W.15.

S. D'AGOSTINO.

## The Bugatti Royale

I AM anxious to find the whereabouts of the seven Bugatti Royale cars, made by Ettore Bugatti, I believe, in 1927. I have reason to believe that four of this particular type of car were distributed between kings and rulers throughout Europe and Asia. The other three I believe were distributed throughout America. I would be very grateful if you, or any of the readers of your magazine, could tell me if any of these cars are still in circulation.

33 GUILD ROAD, FOLSEHILL,  
COVENTRY, WARWICKS.

D. J. WILKINSON.

## Scottish Racing

WHILST I enjoyed David Pritchard's Seasonal Survey of Club Racing in your pages recently, I do feel that it is a pity no mention was made of the motor racing scene in Scotland,

where sheer enthusiasm keeps alive some of the closest of Club racing.

Both Charterhall and Crimond were witness to first-class meetings in 1958, in particular the September meeting at the former track. Scotland also has its Speed Championship, won after a long tussle with Tommy Dickson and Jimmy Blumer, by young Jim Clark in the Border Reivers' cars. Talking of "driver discoveries", few who have seen our Speed Champion would fail to place him side-by-side with Mike Taylor as an outstanding first-season driver, and more than one well-known "Works" Team Manager has recognized his potential.

Perhaps publication of this letter will remind our Southern friends that Scotland is far from lacking in motor racing enthusiasm.

IAN SCOTT WATSON,  
Secretary, Border Motor Racing Club.  
GREENLAW, BERWICKS.

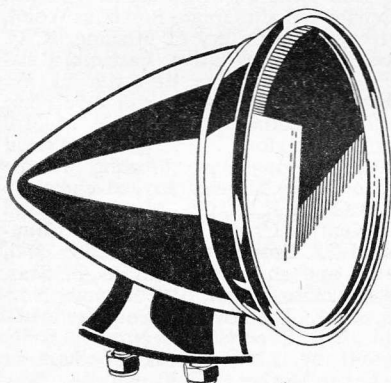
## Views from South Africa

WE have just read AUTOSPORT dated 2nd January. May we express our appreciation for the coverage given to the South African Nine Hour race. We do not know whether the same position applies overseas, but we in South Africa get very little news of motor racing in our local press. It is, therefore, very gratifying to read your magazine and be able to fill our hunger for this wonderful sport. As the owners of a sports-racing car 6,000 miles away, may we offer our best wishes for the continued success of your magazine. Who knows, maybe one day you will be reporting on our own achievements on South African Tracks!

JOHANNESBURG,  
SOUTH AFRICA.

I. R. GLAUBER,  
L. WOLPERT.

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



The  
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Speed  
Mirror

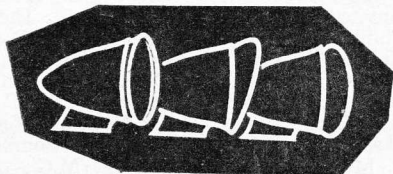
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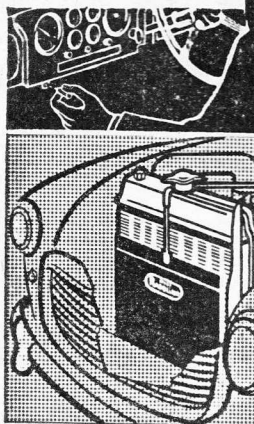
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# Club News

by MARTYN WATKINS

EARLY last year representatives from the three motor clubs functioning in Chelmsford, namely, Chelmsford Motor Club, Marconi Auto Club and Crompton Parkinson Auto Club, met together at the invitation of Robin Richards. Mr. Richards outlined the reason for the meeting and suggested that an association should be formed with the object of co-ordinating the efforts of the three existing motor clubs in the Chelmsford district, the formulating of a programme and the sharing of the organizing and running of events including the Essex Cavalcade of Motoring. If it was deemed to be practicable then, with the sanction of the R.A.C., the association should comprise an equal representation from the three clubs concerned.

As a result of a meeting there is now in being a joint standing committee of Chelmsford area motor clubs comprising two or three delegates from each of the clubs mentioned. Inspector F. R. Priestley, of the Essex Police Advanced Wing Driving School, is Chairman and J. R. Anchor is Secretary. It has been agreed that this central committee should not necessarily be restricted to just these three clubs but should be open to any R.A.C. affiliated club in the area whose delegates would then be invited to serve upon the joint standing committee. It has also been agreed that the objects of the association should be termed as follows, "To foster co-operation between motor clubs in the area and further the interest of motor sport in general". One of the main reasons for this association is to ensure that motoring clubs in this area do not cause inconvenience to the general public. Although the association is still in its infancy it appears to be functioning quite smoothly. It does not control or have any say in the running of the clubs but assists in the grouping of arrangements for events, so instead of the three clubs operating independently in the one town, with their fixtures and areas often clashing, some measure of amalgamation can now be reached in order to assist the betterment of motor sport in general.

The R.A.C. have been notified that the committee has been formed and to date four events in 1959 have been planned by the clubs in which they can all participate and assist in running without losing their individual status.

THE **Pembrokeshire M.C.** are holding a Speed Hill-Climb at Lydstep near Tenby on 21st March. The following clubs have been invited: Bristol M.C. and L.C.C., Bugatti O.C., Carmarthen M.C. and L.C.C., Chester M.C., Five Star Club, Herefordshire M.C., Lancashire A.C., M.G.C.C. (S.W. Centre), Mid-Cheshire M.C., Morgan 4/4 Club, South Wales A.C., Swansea M.C., Taunton M.C., B.A.R.C. (S.W. Centre). Entries close 11th March and should be sent to A. L. Bennett, 106 Haven Road, Haverfordwest. The meeting starts at 1.30 p.m. . . . The **Kodak C.C.'s** Annual Motor Sport Film Show will be held on 27th February at Main Hall, Kodak, Ltd., Harrow, Middx, at 7.30 p.m. . . . The **Advertising M.C.'s**



RENEWING his acquaintance with the second Lotus he built is Colin Chapman with his wife Hazel. The occasion was the recent Club Lotus dinner.

"Chiltern 200" Winter Night Navigation Rally will take place on 21st/22nd February. This is a closed event. Secretary of Meeting is Mrs. C. A. Howard-Smith, 192 Kirkdale, Sydenham, S.E.26. . . . The **Burnham-on-Sea M.C.'s** fourth Wessex Rally will be staged on 21st-22nd March. The event is open to all members of clubs affiliated to the S.W. Asso-

## Coming Attractions

**February 22nd. London M.C.**  
Coventry Cup Trial, the Cuning  
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 Sporting M.C.**  
Sprint, Brands Hatch, near Farn-  
ingham, Kent.

Shenstone and D.C.C. V. T.  
Fellowes Memorial Trophy Stan-  
dard Car Trial.

Yorkshire S.C.C. White Rose Trial.

**March 8th. Mid-Cheshire M.C.** Wil-  
shire Trophy Trial.

Landrover O.C. Trial, Nore Hill,  
near Warlingham, Surrey. Start,  
10.30 a.m.

ciation of Motor Clubs. Entries (30s. per car, 15s. per team of three cars) to Marjory Buncombe, 2 Grove Road, Burnham-on-Sea, Somerset, before 14th March. . . . **United Hospitals and University of London M.C.'s** Rosette Rally will take place on 14th-15th March. The following clubs are invited: Cemian M.C., Chiltern M.C., Combined Universities M.C., East Anglian M.C., E.M.I. M.C. and C.C., English Electric (Stevenage) M.C. and C.C., Falcon M.C., Forces M.C., Hants and Berks M.C., Harrow C.C., Jaguar D.C., London M.C., M.G.C.C. (S.E. Centre), Mascot M.S.C., Murphy M.C., Per Ardua M.C., Romford Enthusiasts' C.C., Renault O.C., 750 C.C., S.O.D.C., Thames Estuary A.C. Start: Lambs' Garage, Southend Road, Wood-

ford, Essex, at 7.01 p.m. Entries (fee £1 15s.) must be in by 7th March to K. W. Giles, 13 Coln Valley, Upminster, Essex. . . . The **Guildford M.C.** are staging some Driving Tests at Thursley on 15th March. . . . The fifth A.G.M. of the **O.R.M.A.** will be held at Berners Hotel, Berners Street, W.1, at 7.30 p.m. on 11th March. . . . The **Circle C.C.'s** Half Night Navigational Rally (closed) will take place on 21st February. Start, Boreham Wood Garage, Boreham Wood, at 10 p.m. Secretary of Meeting, R. C. Nicoll, 44 Collins Drive, Eastcote, Ruislip. . . . A sporting trial run by the **Cambridge '50 Car Club** will take place on 15th February at 11 a.m. at Hill Farm, Arrington. . . . The **Snetterton M.R.C.'s** Spring Race Meeting will be held on 22nd March. Invited clubs are B.A.R.C., B.R.S.C.C., Maidstone and Mid-Kent M.C. and the Eastern Counties M.C. Entries (40s.) close on 11th March and should be sent to O. Sear, Old Buckenham Hall, Attleborough, Norfolk. . . . The **Eastern Counties M.C.** hold their Experts and Novices Rally (closed) on 22nd February. Start at Wickham Market at 2.30 p.m. . . . Secretary of the Midland Branch of the **Singer O.C.** is now Mr. Eric Warde of Woodmancote, 14 Kemelstow Crescent, Hayley Green, Halesowen, Worcester. . . . Hon. Secretary of the **Herefordshire M.C.** is now Mrs. Z. Legge, 25 Lichfield Avenue, Hereford. . . . The **Newquay M.C.'s** Cornwall Rally (a closed event) will take place on 22nd February. Secretary of Meeting is D. Cunliffe, Seaways, Pentine, Newquay. . . . The **Cambridge University A.C.** will stage their Speed Trial on 8th March at Snetterton at 2 p.m. The following clubs have been invited: B.A.R.C., B.R.S.C.C., Club Lotus, East Anglian M.C., Harlow and D.M.C., London M.C., M.G.C.C., Nottingham S.C.C., Snetterton M.R.C., V.S.C.C., Bedford A.E.C., Cambridge '50 C.C., Combined Universities M.C., Falcon M.C., Jaguar D.C., Midland A.C., Northampton and D.M.C., Romford Enthusiasts C.C., Thames Estuary A.C. and the West Essex C.C. Entries (fee 30s.) should be sent to B. D. Whita-



ker, Caius College, Cambridge, before 27th February. . . . The **B.A.R.C. (S.E. Centre)** hold their March Hare Rally on 15th March. This is a closed event. Secretary of the Meeting is A. Walton Jones, Grove Cottage, Ratton Park, Eastbourne. . . . The **Kentish Border C.C.'s** "Best Cup" Trial will be held on 1st March. This is a closed event. Start 10 a.m. Secretary of the Meeting is H. F. Eady, 167 Bexley Road, Eltham, London, S.E.9. . . . On production of a valid membership card, all members of the **Aintree Circuit Club** will be admitted to the Friday practice session of the Aintree 200 meeting (18th April). On 17th March there will be a film show and supper at the Park Hotel, Netherton. Tickets (18s. 6d. each) from K. C. Kidger, 38 Liverpool Road, Lydiate, Lancashire. . . . The **Bolton-le-Moors C.C.** have decided to stage their Bolton Rally on 15th-16th August. . . . This year's Horsman-Monte Rally, organized by the **Liverpool M.C.** will be held on 28th February-1st March. The following clubs are invited: Bolton-le-Moors C.C., B.A.R.C., Caernarvon and Anglesey M.C., Chester M.C., Charnwood M.C., East Anglian M.C., Furness and D.M.C., Jaguar D.C., Knowldale C.C., Lancashire A.C., Lincs and Ches C.C., London M.C., Midland A.C., North Staffs M.C., R.A.F.A.M.C., Rhyl and D.M.C., Sevenoaks and D.M.C., Warrington and D.M.C., Wirral Hundred M.C., '58 M.C., Wolverhampton and South Staffs C.C., Waterloo and D.M.C. Entries (fee 5gns.) should be sent to E. Lambert, 48 Renshaw Street, Liverpool 7, before 25th February. The start will be at 10 p.m. from the garage of Victor Horsman, Ltd., at Queensferry, near Chester. . . . The **Morgan 4/4 Club** holds an inter one-make team Driving Test Meeting on 8th March. The event is restricted to "open" and "closed" one-make teams entered by any R.A.C.-recognized club. Entry forms from your club secretary or Barrie Phipps, Elmley Castle, Pershore, Worcestershire.

### TAUNTON M.C. 13th ANNUAL RALLY

THE Piccadilly Café on A38 near Wellington was a hive of activity as the first of the 45 starters, Searle's Aceca, left on the first 75-mile loop of a really tight navigational rally laid on by this most experienced club, the Taunton M.C., on 7th-8th February. The Aceca was not destined to get very far, being obliged to retire after giving second best to a

particularly solid piece of scenery. This first loop, westwards and north over the Brendon Hills, one of the most exacting bits of rally country hereabouts, kept crews really on their toes and on their return to the central control about a dozen were too late to continue. Amongst these was a Zephyr which had picked a short cut near Coleford Bottom and had to spend the night stuck in the mud, after the crew had been extricated.

The second loop, over the Quantocks and back again, left only Brian Harding and Henry Liddon in the Magnette with a clean sheet, although Rowcliffe and Underhill, also Magnette mounted, were only two marks behind. The Lewis-Porter Doretti found a really deep ford in which their chances finished when only eight marks down. Dr. John Spare, the Clerk of the Course, had laid a very successful trap for the unwary navigator at Triscombe and several crews spent quite some time in a quarry.

At the break between loops two and three Bill Cawsey and Ken Bridle were struggling with the electrics on their Triumph, but were able to sort things out in time.

The last round seemed easier, but the remaining crews were naturally the more capable. This loop led them into the jungle of twisty lanes around Blackdown and Ilminster, but the most difficult bit came right at the end where the winners lost their only marks on the last four controls. Conditions had been almost ideal, cold but dry and just enough mist to make things awkward at times.

Due to excellent arrangements and a lot of hard work, competitors had been able to be informed of their positions at each return to the central control, and the provisional results were available within half an hour of the last man's arrival.

CLIVE SEWARD.

#### Provisional Results

**Best Performance:** Brian Harding/Henry Liddon (M.G. Magnette); 2, Bill Cawsey/Ken Bridle (Triumph); 3, Rowcliffe/Underhill (M.G. Magnette); 4, Pat Giblett/David Stone (Triumph); 5, Tony Nash/Paul Jarman (Anglia).

**Best Saloon up to 1,000 c.c.:** D. De Souza (Minor 1000). **Best Open up to 1,500 c.c.:** D. Gill (Sprite). **Best Saloon, 1,000 to 1,500 c.c.:** A. Lefevre (Rapier). **Best Saloon over 1,500 c.c.:** S. G. Davey (Zephyr). **Team Prize:** Cawsey, Rowcliffe, Lefevre.

### THE SALISBURY TRIAL

PETER COOPER, of the West Hants and Dorset C.C., carried off the major award in the Salisbury Trial, held on Sunday, 8th February.

The event, a production car trial, was

promoted by the M.G.C.C. (S.W. Centre) with the West Hants and Dorset and 750 clubs. Following the increasingly popular pattern, the event consisted of half-a-dozen interesting hills, none of which was likely to damage a sensibly driven motor car of any type, a couple of driving tests, and the minimum of road section.

A cold drying wind resulted in competitors meeting somewhat easier conditions than the organizers had hoped, nevertheless, the chalk and clay surfaces of the Wiltshire Downs around Salisbury were still damp enough to make things interesting.

Leaving the High Post Hotel, just north of Salisbury, the 25 starters had only a short distance to travel before tackling Camp Hill, the first of the observed sections.

Approximately half the entry managed to gain maximum points on this climb, the same percentage achieving "clean" sheets on the following two hills, Ice Hollow and Hanging Langford. Drivers then headed for Bulford Camp where they were faced with a straight "blind" up the wet grassy slopes of Beacon Hill. This proved extremely difficult and was in fact the only climb to defeat the entire entry.

Although at this stage there was little to choose between the leading competitors, Peter Cooper (Ford Popular) and G. C. Langdon (Hillman Minx Estate), driving with great verve, gave the impression that they wouldn't be far out when the results were announced.

Called upon to make a short sharp climb, descent, and re-imb on the clay surface of Dunns Plot, the fifth observed section, few cars failed, the surface having dried sufficiently to prevent any real difficulties.

Before tackling the sixth and last section, competitors took part in the first of the two special timed tests. As befits an M.G.C.C. event, the best performances here were put up by assorted M.G.s, those driven by G. N. Dear (M.G.A.), 33.5 secs., A. W. Morrish (P.A.P.B. "Blown" Special), 35 secs. and D. J. C. Bowles (TD), 35.6 secs.

After leaving Figsbury, the last hill, en route for the finish at High Post, the cars passed through the second test. This time it was left to Alf Morrish's M.G. Special, which completed the around the pylons manoeuvre in 28 secs. to uphold the "Octagon" against the determined efforts of Jim Burry (Lilford Special), 29 secs., and Peter Cooper (Popular), 29.4 secs.

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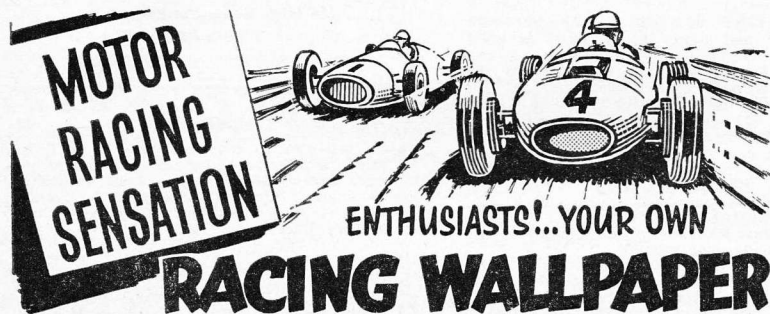
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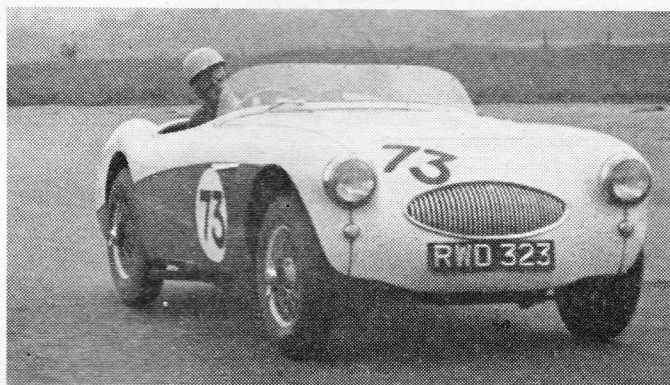
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**Porsche—continued**

dry-sump lubrication system is employed, with an oil-cooler mounted at the front of the car. Two sparking plugs are used on each cylinder and two separate ignition systems, with twin coils, are used. Carburation is by two duplex down-draught Weber instruments.

Transmission details include a five-speed gearbox and the chassis is a welded tube space-frame. Front suspension is, naturally, independent, with two radius arms, torsion bars and duplex Koni telescopic shock-absorbers. Rear suspension is by low-pivot swing axles, wish-bones and radius arms, duplex telescopic shock-absorbers and coil springs, used instead of torsion bars because of their lower weight. Dry weight of the car is 530 kgs., and it is thought that the officially announced power output is the minimum, and that the actual output will be considerably higher.

GÜNTHER MOLTER.

**V.S.C.C.—continued**

It also proved that vintage motor-cars can be made to stop in a most effective manner.

A "Le Mans" start test sorted out those whose engines were lazy in starting, and after that came a garaging test which brought forth great quantities of wheelspin from almost everyone when reverse gear was engaged. F. Bruce White's odd but, if reputation be any criterion, very effective M.G. "M"-type amazed the crowd—and the marshals still more—by the abruptness of its stop in reverse, while a gentleman who would undoubtedly prefer to remain anonymous tried every gear in the box of his Alvis 12/50 without finding one which would

move his car backwards. He gave up in the end. A Vauxhall 30/98 exponent also had to look for a long time before finding the right cog. L. P. Sawyer's Lea-Francis stopped with a loud clang after leaping away in reverse, the transmission system having given up the ghost to allow important pieces of car to trail on the ground.

Fifth test involved street parking, to which there was a most exciting-sounding alternative for use in bad weather. However, the weather wasn't bad, and it was another very good day out for the V.S.C.C.

MARTYN WATKINS.

**Results**

**First Class Awards:** M. J. Huckstepp (1924 Morris); D. E. H. Wood (1923 Riley); W. F. May (1927 Vauxhall); D. H. Gahagan (1926 Bugatti); H. F. Moffatt (1927 O.M.); J. Berriford (1925 Alvis); D. W. Llewellyn (1924 Bentley); D. P. Harris (1934 Frazer-Nash); P. Major (1932 Frazer-Nash); M. Doland (1938 A.C.).

**Second Class Awards:** D. J. Rogers (1923 Jowett); A. D. Jones (1929 Austin); F. Bruce-White (1930 M.G.); C. Clutton (1928 Bugatti); P. J. E. Binns (1929 Riley); T. Ely (1934 Riley); A. Collins (1931 Alvis); W. J. Bodington (1932 Alfa).

**Third Class Awards:** J. M. Hill (1929 A.J.S.); D. C. S. Rendell (1929 Austin); C. Barker (1930 M.G.); G. Robson (1929 Lancia); R. Snowden (1939 Lancia).

**MALLORY PARK CHAMPIONSHIPS**

Two Mallory Park sports car championships will be organized during the coming season, in addition to a racing car championship for the same circuit.

Dealing first with the series-production sports car series, it will be open to cars complying with Appendix "J" (Grand Touring and improved series Grand Touring cars). Qualifying events, all, obviously, at Mallory Park, near Hinckley, Leicestershire, commence with

the Nottingham S.C.C. race meeting on 30th March. Next is the N.S.C.C. 18th May meeting, the B.R.S.C.C. fixture on 28th June, and the N.S.C.C. meetings on 2nd August and 13th September.

All qualifying races will be scratch events of not less than 20 and not more than 30 laps. Class divisions will be up to 1,000 c.c., 1,001-1,600 c.c. and 1,601 to 3,500 c.c. Superchargers are banned.

Points will be awarded on the system of eight points for the winner in each class, down to one point for sixth place. Fastest lap in each class gains two points. On completion of the series there are awards ranging from £50 for the winners in each class, down to £5 for eighth position. Awards for qualifying races shall be at the discretion of the promoters of the races, and shall total not less than £50 per class.

The racing car championship will be open to all single-seater cars, but excludes F3 machines. Qualifying events will be held at the same meetings as for the sports car championship and are governed by the same regulations with regard to the length of qualifying races. All cars must run on pump fuel available to the general public and the same points system applies. For the winner of the championship there is a prize of £150, awards going down to eighth place, for which there is a £10 prize. Awards for qualifying meetings will again be made at the discretion of the promoters, and shall not be less than £150 per event.

A further circuit championship for sports cars complying with Appendix "C" will be run in classes of up to 1,200 c.c. and over 1,201 c.c. Otherwise, regulations broadly follow the pattern of the other two championships.

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1949 ALVIS 'TA' D/H, black/beige	£265
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1955 XK140 D/H, green, AEHOPRSWX2	£845
1952 Mk. VII, bright black specimen	£445

1952 Mk. VII, black with beige, H	£425
1951 XK120, unmarked green, 8: 1, Q	£495
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1954 TF, ivory/green hide, new hood	£575
1954 TF, red showpiece, 1957 engine, RQ2	£565
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1953 TD, unmarked green specimen, H	£475
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1950 (Sept.) TD, exceptionally clean	£415
1950 TD, spotless black, PF2	£395
1950 TD, nice dark green example	£365
1949 TC, unmarked green specimen	£395
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1949 (Dec.) TC, superb black, BPR	£355

1949 (Nov.) TC, good throughout, black	£345
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1947 TC, nice green example	£325
1946 TC, duo tone red/ivory, excellent	£295
1946 TC, black, very tidy	£265
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1952 RENOWN, well kept, black/beige	£375
1948 Roadster 1800, spotless black	£285
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## Model 494 REVERSING LAMP:

An attractively styled lamp giving maximum spread of light when reversing.

Chromium plated, price 52/6

## Model SFT576 FOG LAMP & SLR576 DRIVING LAMP:

These small shallow bodied lamps are ideally suited for fitting in the restricted frontal space of the modern car. The Foglamp incorporates the Lucas block-pattern lens which gives a wide spread "flat-topped" beam, while the driving lamp gives a concentrated thin pencil beam of 80,000 candle power.

SLR & SFT576 — 82/6 each, complete with cable, switch & bracket.

79/6 each, less bracket.

## Model L539 LAMP FLASHER SET:

This set is designed to harmonise with the existing lighting equipment on modern vehicles. The lens is moulded in diakon and housed in a chromium plated rim. Set comprises of 4 lamps, Flasher Unit and Warning light. Price complete 82/6

## No. 549 STOP TAIL & REFLEX REFLECTOR:

Lens cover moulded in diakon. Ideal for fitting in pairs to sloping wing surfaces. Simple two-hole fixing and cable outlet. Complete 22/6 each.

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