

# AUTOSPORT

MARCH 6, 1959

1/6

EVERY FRIDAY  
Vol. 18 No. 10

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

THE 10th RALLYE DEL SESTRIERE : THE MIDLANDS BOAT SHOW  
LIVERPOOL M.C. HORSMAN-MONTE RALLY : SURREY SPORTING M.C. SPRINT



# Over the hills and fast away

**SPRING.** Time to blow the cobwebs away. Time to beg, borrow, or better still, *buy* an Austin Healey. For spring is where the Austin Healeys are. 100-Six: 6-cylinder 2.6 litre engine. Overdrive extra. From £817 plus £409.17.0 purchase tax. Sprite: 4-cylinder 948 cc engine, 4-speed gearbox. From £445 plus £223.17.0 purchase tax. **AUSTIN HEALEY**



Backed by 12-month BMC warranty and BMC service.

THE AUSTIN MOTOR COMPANY LIMITED · LONGBRIDGE · BIRMINGHAM





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Vol. 18 No. 10

March 6, 1959

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## EDITORIAL

### AN IMPRESSIVE DEMONSTRATION

THE chassis-breaking properties of Belgian pavé have long been used as a yardstick in assessing the toughness of motor vehicles. For example, the British Motor Industry Research Association calculates that 1,000 miles of motoring on typical Belgian paved roads (now rapidly disappearing, fortunately) equals the wear and tear to which a normal European car is exposed during its lifetime. Last week-end a standard Hillman Minx saloon, driven by an experienced team of British women rally drivers, completed over 15,000 miles entirely on the worst possible pavé to be found in Belgium, averaging over 41 m.p.h. from start to finish. The little car came through this ordeal with flying colours, a tribute to both manufacturers and components makers. This meant that the Minx had received something like 15 times the punishment meted out to a normal vehicle. Anyway, the demonstration has proved conclusively the value of competitions in respect of standard production cars. Norman Garrad and the Rootes Group have taken a prominent part in International rallies for several years, and there is little doubt that the lessons learned in really tough road events are passed on to the backroom boys, and thence to buyers of perfectly standard vehicles. One can only say that Belgian experts were most impressed; when the run started, the general opinion was that the car would literally disintegrate piece by piece, as it was hammered relentlessly over surfaces which the average driver would take at not more than 25 m.p.h.—if that! It was a most courageous thing to have done, for it is not so many years ago when a trip over such roads with a British-built car resulted in broken and useless dampers after a few miles, and then the inevitable collapse of the entire suspension system.

### THE PRESTIGE CARS

WHICH cars are preferred by the very wealthy? What do the people who formerly went in for luxury vehicles no longer in production such as Isotta-Fraschini, Hispano-Suiza, Duesenberg, Bugatti and so on use nowadays? It is one of the most difficult of all markets to enter, and a great many manufacturers have sought unsuccessfully to catch the "carriage trade". Today, the "prestige" cars are acknowledged to be Bentley, Rolls-Royce, Daimler, Aston Martin, Facel-Vega, Mercedes-Benz, Ferrari and Lincoln Continental Cadillac. It is most satisfying to know that Great Britain plays such a large part in this very specialized branch of the motor car industry; the rise of Daimler once again is to be applauded, for not so long ago this very old-established concern looked as though it might cease production. However, new ideas and new enthusiasm have resulted in a complete transfiguration, and it is no secret that Daimlers of the future will play a very large part in both luxury and high-performance markets.

### OUR COVER PICTURE

ANOTHER SUCCESS to add to their already impressive list was in the Sestriere Rally, where Pat Moss and Ann Wisdom won the Coupe des Dames. They are seen hustling their Riley through a tight bend on the route.



# 3 B.M.C cars win major awards in SESTRIERE INTERNATIONAL RALLY

*Coppa della Dame & Coppa Club Torino*



ONE-POINT-FIVE

MISS PAT MOSS · MISS ANN WISDOM

CLASS 4 GRAND TOURING CARS (500 c.c. to 1,100 c.c.)

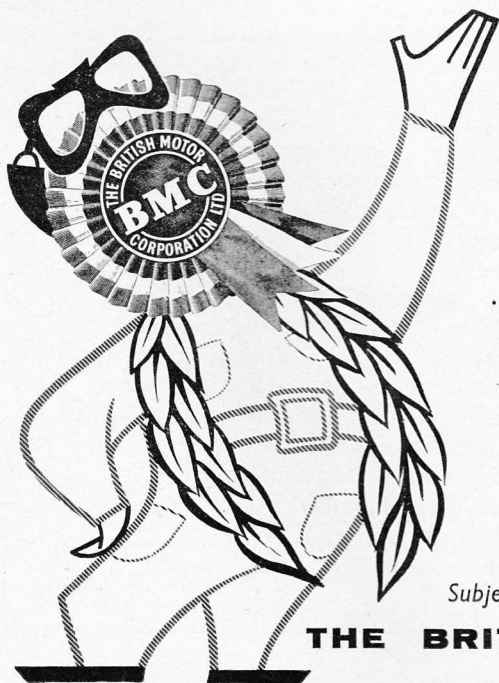
**1st AUSTIN-HEALEY Sprite**

T. WISDOM · T. LUCAS

TOURING CAR CLASS (500 c.c. to 1,000 c.c.)

**3rd AUSTIN A35**

J. SPRINZEL · S. TURNER



**these 3 cars also won  
the TEAM PRIZE**

The win of Pat Moss and Ann Wisdom in the Sestriere Rally follows the two major awards they have already won this year in B.M.C. cars—

**THE MONTE CARLO RALLY—**  
'Coupe des Dames' driving an AUSTIN A40

**THE CANADIAN RALLY—**  
'Ladies Cup' also driving an AUSTIN A40

*Subject to official confirmation*

**THE BRITISH MOTOR CORPORATION LIMITED**

BIRMINGHAM AND OXFORD



# SPORTS NEWS

THE new Rover 3-litre will make its Continental début at the Geneva show on 12th March.

SIR WILLIAM ROOTES and Sir William Lyons have been elected honorary life members of the Guild of Motoring Writers.

TO wed at Rheden, Holland, on 7th March—former Tulip Rally winner Count Hugo van Zuyler van Nyevelt to Claudine Everts-Jonkvrouwe Meye.

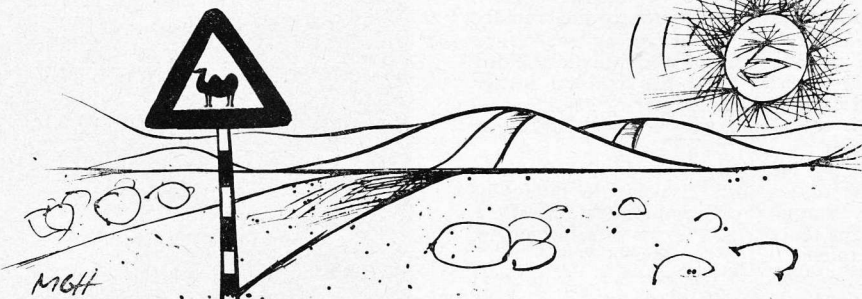
THE accident which we reported as having occurred to Peter Dimmock's Ford in the Monte Carlo was not, in fact, the fault of the co-driver, Major Donald Macleod, who was asleep on the back seat. The navigator—the "third man"—was driving.

## RALLYE DE LA CÔTE-D'IVOIRE Dauphines Tie For First Place

THE 1958 Monte Carlo Rally winners, Monraisse/Feret, tied with Consten/Briat for first place in the recent Rallye Côte-d'Ivoire. Both crews were in Renault Dauphines, as were the runners-up Michy/Rambaud. In fourth place came the 2CV Citroën of Guichard/Chami. Of the 28 starters who left Abidjan, 15 arrived after the 1,448 kilometres route unpenalized. The normal touring category was won by Fourré/Ramondin in a Dauphine-Gordini. Sole non-French car to finish without penalty was the Alfa Giulietta special of Huinh/Artigues.

## INTER-CONTINENTAL FORMULA

FOLLOWING the F.I.A. Sporting Commission conference in London in October, when there was considerable controversy on the decision to reduce the size of Formula 1 engines to 1,500 c.c., representatives of the United States, Italy and Great Britain met at the R.A.C. on Monday to discuss the possibility of establishing an Inter-Continental Formula which would provide competition between Europe and the United States.



Discussion was confined to the prospects for the next few years and in view of the engines and equipment likely to be available it was agreed that the engine size for the proposed formula should be 3.8 litres for the time being.

It was also agreed to try to arrange a series of not less than six races annually during 1960, 1961, and 1962, of which three would take place in America and three in Europe.

Silverstone was considered to be the most likely British venue for such races, and it was proposed to include other road type events in the series as well as speed circuits such as Monza and Indianapolis.

The races, it was suggested, should be arranged so as to minimize the amount of travel in the two continents.

Bill France, chief of the Daytona International Speedway, is going to offer 50,000 dollars in prize money for the first race to take place at Daytona for the new Inter-Continental Formula. This is a minimum prize money and may be increased later.

## FIRST ANNUAL "EXAMINER" INTERNATIONAL GRAND PRIX FOR CALIFORNIA

AS archaic anti-professional rules and regulations in the United States continue to crumble, another "International" Grand Prix has been announced for 7th-8th March. The latest race to attract top International participation is being sponsored by the powerful *Los Angeles Examiner* newspaper and will run for 150 miles on the tricky two-mile circuit at Pomona, California.

In addition to outstanding U.S. entries,

Jean Behra (Ferrari), Roy Salvadori (Aston Martin), Maurice Trintignant (Cooper), Ron Flockhart (D-Jaguar), and Count von Trips (Ferrari) will be competing for the \$3,000 over-all money plus the \$1,500 that will go to the winner in both the under 2,000 c.c. or the over 2,000 c.c. class. Substantial prize money will be paid in both under and over 2,000 c.c. classes down to sixth place, and every entry completing 38 or more laps will receive \$75 (entry fee \$25).

Among the top U.S. entries are Carroll Shelby, Dan Gurney (Ferrari), Richie Ginther (Ferrari), Tony Bettenhausen (Ferrari), Jim Rathmann (Ferrari), Bill Krause (Maserati), Ken Miles (Porsche), Sam Weiss (Porsche), Max Balchowsky (Buick Spl.), Ak Miller (Oldsmobile Spl.), Mickey Thompson (Cadillac-Kurtis), Ralph Ormsbee (HWM-Corvette), Wayne Weiler (Lister-Corvette), Jack Nethercutt (Ferrari), and so on, with the starting number limited to 38 entries.

There is some talk that the course will be extended one mile to make it three miles altogether. The F.I.A.-sanctioned race meet will also feature a full schedule of 30-lap amateur races for production-series and modified cars. Co-sponsors with the *Los Angeles Examiner* newspaper are the California Sports Car Club and race promoter A. C. Agajanian, who has stated that he has still not given up in his efforts to get Stirling Moss to enter the Pomona Grand Prix. Another possible entry will be Bob Drake in a new 2-litre Cooper-Bristol, if the car arrives in time and if it isn't offered to Stirling Moss to drive. Two top U.S. drivers, Phil Hill and Masten Gregory, have yet to indicate whether they will enter the Pomona race.

Leading any other state in the United States in the sale and distribution of imported cars, California registered the following sales for the first nine months of 1958:

1 Volkswagen	12,488	20 DKW	585
2 Renault	7,686	21 Goliath	411
3 Fiat	4,894	22 Alfa Romeo	383
4 Volvo	4,438	23 Sunbeam	282
5 Triumph	3,294	24 Taunus	254
6 M.G.	3,270	25 Austin	227
7 Hillman	3,188	26 Citroën	194
8 English Fords	3,020	27 Lloyd	172
9 Opel	2,799	28 Toyopet	142
10 Simca	2,787	29 Berkeley	110
11 Borgward	1,778	30 Goggomobil	63
12 Morris	1,345	31 Panhard	44
13 Vauxhall	1,273	32 Morgan	36
14 Austin-Healey	1,154	33 Rolls-Royce	30
15 Peugeot	731	34 Rover	29
16 Jaguar	720	35 Riley	24
17 BMW	703	36 Datsun	18
18 Porsche	646	37 Lancia	18
19 Mercedes-Benz	620		

**NEW LITTLE 'UN.** This is the Nobel 200 built by York Nobel Industries, Ltd. It is a 200 c.c. saloon seating two adults and two children. A speed of 60 m.p.h. and a fuel consumption of 90 m.p.g. are claimed. The price is £398 inc. P.T.





### MAYFIELD FORD SPECIAL

**P**PROMISING newcomers to the rapidly expanding motor racing scene are the combination of the Mayfield Ford 1172 "special" and her builder, owner and driver—J. L. Hosker of Manchester, both competing at Oulton Park last season.

After building a Ford "G.T." fibre-glass saloon, Mr. Hosker was bitten by the "special bug" and in October 1957 began to construct a car with which to go racing.

The basis of the car is a twin-tube, ladder-type chassis of 16 gauge, 3¼-inch diameter tubing, and in this the Ford engine is mounted well back, with a Buckler cross-flow radiator out in front on a chassis extension.

The power unit, with a 933 c.c. "Eight" cylinder head is, of course, modified and is fitted with a four-branch exhaust manifold to Hosker's own design, twin S.U. carburettors, Aquaplane oil-pump and valve springs, 1¼-inch inlet ports and Ford V8 valves. A by-pass oil cooler was found to be essential and a one-gallon sump is fitted.

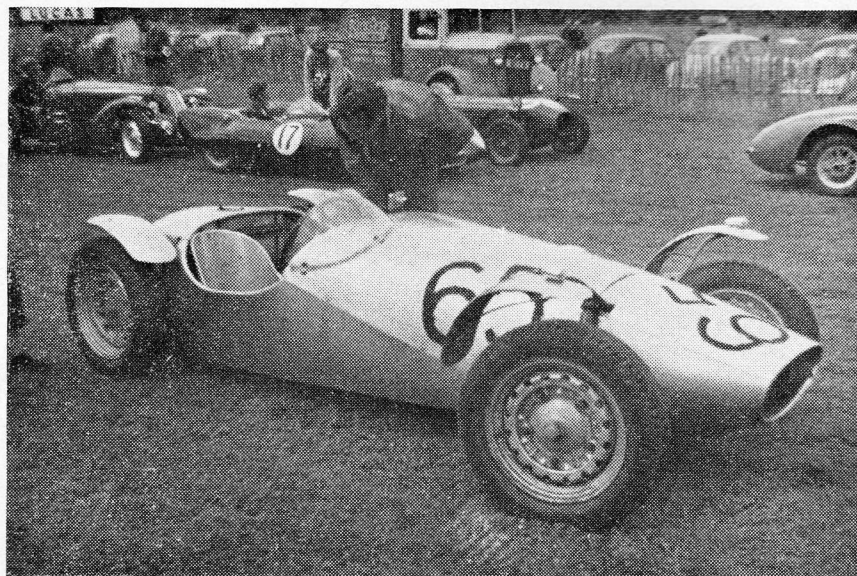
Front suspension is by means of a double-pivot divided axle with a transverse leaf spring. At the back there is an ordinary "live" axle with a Panhard rod mounted upon a special transverse leaf spring. Andre type dampers are used all round.

Power is passed to the 4.7 c.w.p. by a Ford gearbox with Buckler "C type" close ratios fitted, assisted by a light-weight clutch and an alloy flywheel. Lockheed hydraulic, two leading-shoe brakes with modified Ford drums and back-plates provide the stopping power for this car which weighs 7¼ cwt. dry.

Lightweight and responsive steering is of top priority in a car of this type and in this instance the ubiquitous Morris Minor rack-and-pinion unit is utilized, the rack being shortened by 10 inches.

Doing most of the work himself, Mr. Hosker, who is a motor mechanic by trade, also constructed his own body-work using 20 s.w.g. sheet aluminium.

Completed in the middle of March 1958, the car took part in the April meeting organized by the Lancashire and Cheshire Car Club at Oulton Park where it finished second in the 1172 Formula race. It was fifth next time out at the



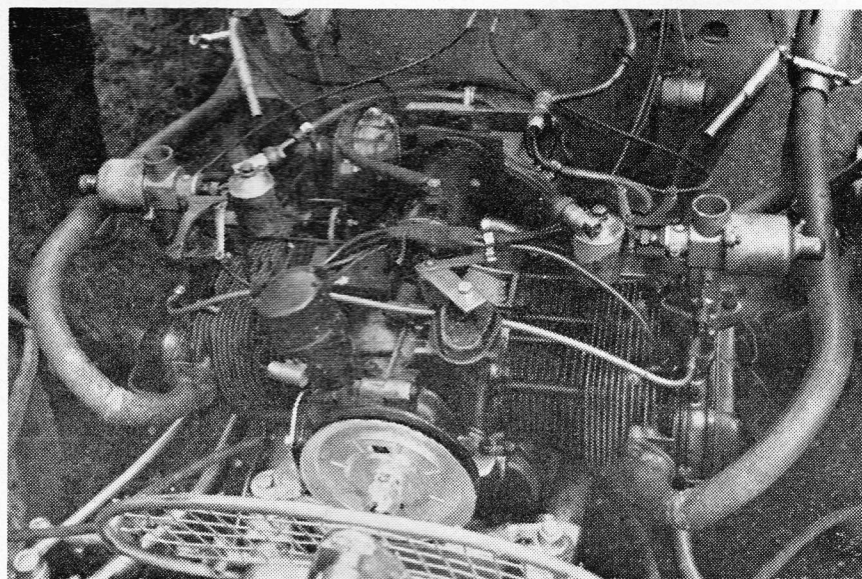
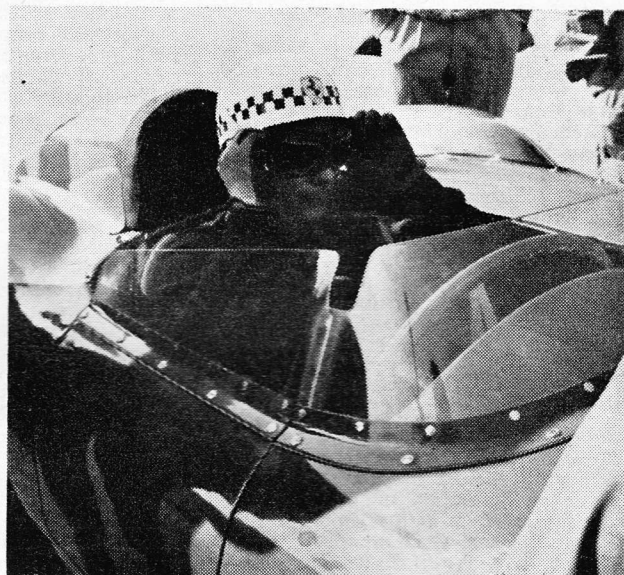
**GOOD LOOKER** (above). The Mayfield Special is an attractive newcomer to the ranks of home-built racing cars.

★

**JEAN BEHRA**, No. 1 Ferrari driver for 1959, adjusts his goggles before trying out the new 3-litre car, described on page 310.

★

**BELOW**: Volkswagen engine at the wrong end! This is the power unit in installation in Ernie Chandler's trials car, the engine using SU carburettors.



same venue. At Silverstone it won the 1½-litre handicap race and on its last appearance in 1958 it overturned at the Cheshire circuit, driver and car escaping unhurt.

This season a far more ambitious programme will be undertaken and at the moment the car is in the process of being modified to 1172 Formula limits and some experimental work is being done with tyres and suspension settings.

K. HEELEY.

**RIVERS FLETCHER** has purchased the ex-Tony Gaze 2½-litre, supercharged H.W.M. for sprints and hill-climbs. First appearance will probably be at Prescott in May.

**DICK GIBSON**, with his F1 Cooper-Climax, has won the R.A.C. of South Africa International Championship. He won both Cape Town races and the Maritzburg event.

**ON** Wednesday, 25th February, the Editor of AUTOSPORT and John Bolster gave a talk on "Grand Prix Racing" to the exclusive Eton College Automobile Society. Moral support was given by Old Etonian Ian Nickolls.





## B.M.C.R.C.C. Dinner

George Phillips's Camera Catches Some of the Highlights

**HAPPY BAND**—From left to right are Jack Cotter (I.T.N.), Jack Leoni (R.A.C.-West), Peter Dimmock (B.M.C.R.C.C.), Van Santen (from the rally organizers), Huw Thomas (I.T.A.) and the winning crew, Paul Coltelloni, Pierre Alexandre and Claude de Rosier.

ON Friday, 27th February, the annual dinner of the British Monte Carlo Rally Competitors' Club had the maximum attendance of over 300 members and guests. The guests of honour were the 1959 winners, Messieurs Coltelloni, Alexandre and de Rosier, who had already been entertained by the Citroën people. Jack Kemsley was in the chair, and he announced several new awards, including the Secretary's Trophy for the best performance by a journalist; this went to Tommy Wisdom (Austin-Healey Sprite). The Ladies' Cup naturally went to Pat Moss and Ann Wisdom (Austin A40), whilst the navigator's award was given to Ernie McMillen, who co-drove with Ronnie Adams (Rapier). Cups were also distributed to the victorious Jaguar team of Parkes, Walton and Brickman, George Parkes also being presented with the AUTOSPORT Challenge Trophy. The awards were presented by Mrs. Kemsley.

Jack Leoni of the R.A.C.-West, Holland, gave particulars of the 1959 Tulip

(Continued on page 314)



SIX TICKETS for last Saturday's England v. France Rugby international were presented to rugger fan Coltelloni.



THE AUTOSPORT TROPHY was presented to George Parkes (who drove a 3.4 Jaguar) by Mrs. Jack Kemsley.



MEMBERS were "genned-up" on the next international date—the Tulip Rally—by Jack Leoni of the Dutch R.A.C.-West, who gave them brief details of what to expect.



THE TRADE was represented by (left to right) Charles Russell (Girling), Ray Wood (Lucas), George Raven (Lockheed), Bob Aston (Mintex) and Jimmy Hill (Castrol).



*MAIN HALL at the Midlands Boat Show. In the left foreground are two of the new Perkins outboards and an aluminium alloy "Pearly Miss" runabout.*

raced when fitted with any of the medium-sized outboards. The 11 ft. 6 ins. "Sportsman" weighs 220 lbs. and will achieve about 50 m.p.h. with a 70 h.p. outboard.

On the same stand were numerous outboard motors. It must be emphasized that, for ordinary family boating, the small units costing less than £40 are economical to run and weigh around 30 lbs. The biggest outboards have a heavy fuel consumption, for speed on water costs money, and as they are imported from America, they are by no means cheap. The electric-starting vee-four, 1,159 c.c. Johnson, for instance, costs £425, but perhaps the most exciting outboard is the 60 h.p., six-cylinder, two-stroke Mercury.

Around the hall, one met numerous other outboards, such as the Lambretta-engined Apache, the Seagull, the Sea Bee, the Coventry Apex, which may be air- or water-cooled, and the Bermuda. Technically interesting was the Mallard 75, which featured the new Zenith marine carburettor and a novel propeller, which could be taken off without tools and contained four spare shearpins in its hub. With a weight of 29 lbs. and a price of £35, the Basil Engineering Co. of

## WATERSPORT

By JOHN BOLSTER

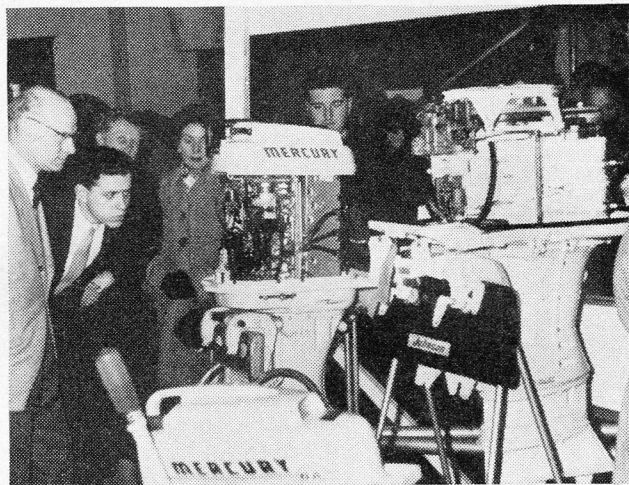
# The Midlands Boat Show

A varied display from Midland constructors

THE Chesford Grange Hotel at Kenilworth is well known to car types, for this large and luxurious establishment is owned and managed by motoring enthusiasts. However, our subject on this occasion is Watersport, and the event, the Midland Boat Show, which was held in the great ballroom from 16th to 21st February. It was indeed astonishing what a varied display had been achieved, and though Midland constructors and concessionaires abounded, there were several exhibitors from far afield.

Prominent were the Meadcraft boats, from Ullenhall, Solihull. These fibreglass outboard craft now come in 10 ft. and 11 ft. 6 ins. sizes. As a small family 4-seater, with a speed up to 10 m.p.h., the "Avon" is ideal. Of attractive appearance, it may be bought complete with outboard motor and trailer for £195 10s. The 2/3-seater speed model of this hull is the "Clubman"; it may be

★  
*THE TWO LARGEST outboard engines in the world, on the Meadcraft stand. They are the Mercury 60 h.p. Mk. 75A, and the 50 h.p. Johnson V-50.*  
★



*HIGH-SPEED resin-glass runabout is the 11 ft. 6 ins. "Sportsman", seen on the combined Meadcraft/Marine Products stand, and capable of over 40 m.p.h.*



*RUNABOUT and cruiser: in the foreground the 14 ft. 6 ins. "Ceabird" resin-glass runabout, and behind the brand new "Cea-Cruiser", a 17 ft. outboard two-berth cruiser.*



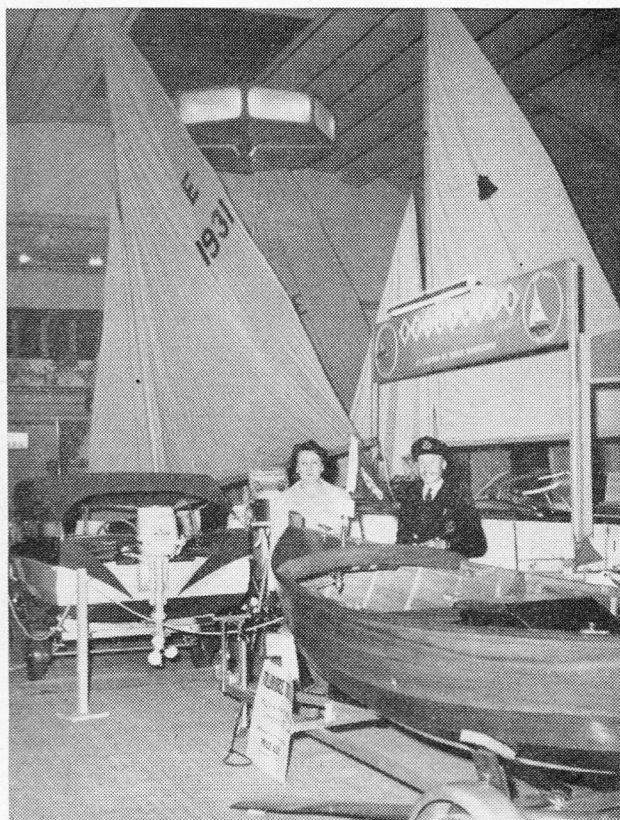
Leicester should sell all they can produce. The British Anzani is well known, but the new twin-cylinder Medina, by Saunders-Roe of Southampton, was making its debut.

Hulls and complete boats of all types were shown. The well-finished Ceacraft plastic boats ranged from cabin cruisers to small runabouts, all at competitive prices. The cheapest 4-5-seater outboard runabout yet was the 12 ft. Tornado in mahogany marine plywood. It was not elaborately finished, but at £97, complete with remote control steering, it was quite a buy, from Victor Bradford of Pershore.

There were numerous sailing dinghies, and prams for wind or outboard propulsion with car-topping very much in mind. The modern boatman is quite as capable as his car-owning friend of telling white lies about speed. However, speedometers working by water pressure are available, and the Smith instruments are neat and accurate. High frequency sounding devices, which run off a car battery and give direct readings on a dial, may avoid many embarrassing moments in shallow water, and these were shown by Dot's Boatyard of Handsworth, Birmingham, who also specialize in two-way radio installations. Field's Radio, of Snow Hill, Birmingham, showed loud-hailers with which you could win any argument at 200 yards range.

Of course, all those fascinating accessories were on view, including ropes, sails, pulleys, fairleads, and the hundred

★  
BEHIND one of their traditionally built launches are Mr. and Mrs. H. W. Pratt, of the Chesford Yacht and Launch Co. On the left in the stern of a "Mischievous Miss" timber runabout.  
★



**SOLIDLY BUILT** (left) is the Burnham 16 ft. 6 ins. two-berth outboard cruiser, a very pretty boat at a most reasonable price. It can be used for water-skiing.



### ROUND AUSTRALIA FINISHED?

THE Vacuum Oil Co. announced in Melbourne on 3rd February that it would not take up the permit issued by the Confederation of Australian Motor Sport to conduct a Round-Australia Trial during August-September next. The National Council of C.A.M.S. has received no official notification of the change of intention. The spokesman for Vacuum said that the Company would continue to sponsor an annual Economy Run, which this year will be staged in West Australia later this month.

The Redex Company staged the first

long-distance trial in Australia in 1953, travelling through the Eastern States, the Northern Territory and South Australia. The following year the route was lengthened to a full Round Australia, and drew some 240 entries. In 1955 the Redex result was highly controversial, with the big first prize money eventually being awarded to Laurie Whitehead driving a Volkswagen. The Redex Company withdrew sponsorship thereafter, and Vacuum took over in 1956, being issued with a permit for the 12,000-mile tour. The Australian Ampol Petroleum Company, with the assistance of the Australian Sporting Car Club, staged a long

and one other items that a boat needs. A typical racing hydroplane was shown, there were opportunities for hiring boats for the holidays, and equipment was exhibited for the amateur marine photographer. Altogether, it was a thoroughly worthwhile show, covering a large range in a small space.

distance Rally through the Eastern States without a permit from C.A.M.S.

In 1957 two trials were again held, and in 1958 both organizations received permits. With two similar events, however, public interest was on the wane. From front page headlines in 1954-55, the daily papers relegated trial progress to incidental paragraphs. Entries were fewer, and harder to get, and the National Council decided that only one permit for a long distance trial would be issued in 1959. Ampol Petroleum retired gracefully, concentrating their advertising endeavours on David McKay, whose 1958 European journey with 3.8-litre Jaguar they sponsored, and who has been achieving good results in saloon car racing since his return.

For 1959 the Vacuum Oil Company applied for a permit, as did the Australian Sporting Car Club, although that body had no sponsor behind the application at the time. Vacuum was granted the only permit by the National Council, and this announcement by Vacuum some two months later comes as a surprise. It is hoped that another sponsor will be forthcoming to carry on and build the marathon to the recognition it undoubtedly deserves.

H. A. C. RUSSELL.



*WINNER of his class, Jon Derisley enters the bottom straight in his Ford-powered Lotus.*

in his Porsche. Third was Ian Scott-Watson in the Border-Reivers Lotus Elite which on this occasion was completely outclassed.

It is interesting to note that the little Alfa was considerably faster than a lot of much bigger stuff in the shape of DB2/4s, and 3.4 Jaguars, which would seem to prove something or other!

Class 7 was a benefit for R. A. V. Staples, who was 10 seconds faster than anyone else in his A.C. Second was R. Stelfox and third was J. Quick (TR2s).

The next run was interesting for the appearance of two Peerless (Peerless is such a clumsy word). It was interesting to see how their times compared with those of the TRs, although, of course, there were no TR3As running. A. Gay returned a time of 3 mins. 41.8 secs. (to win his class) which was two seconds

**W**ELL, friends, the motor racing season is with us once more, and, whisper it, spring is here. Heralding the new season with a most enjoyable meeting were the Surrey Sporting Motor Club, who staged their seventh annual sprint at Brands Hatch last Sunday. The day went off without a hitch and the sun shone strongly all the time. Full marks to all concerned.

The order of the day for the drivers was three laps from a standing start, the man returning the lowest total time winning his class.

After a morning's practice to blow the cobwebs away the meeting got off to a start with the 750 Formula boys. Only three cars ran in this class, J. G. Sutton (Austin) winning with a total time of 3 mins. 57.6 secs., R. J. Cook and J. Wilks (Austins) were equal second with 3 mins. 58 secs.

Following swiftly on the heels of this trio came the 1,172 boys, Jon Derisley (Lotus) beating everyone else comfortably with a time of 3 mins. 29.4 secs. Second was E. A. W. Martin with 3 mins. 36.6 secs. and third was R. Goodey with 3 mins. 38 secs. Both were driving Lotuses.

Class 3 was for open cars up to 1,100 c.c. and was noticeable for the remarkable performance of one E. L. Hine (Lotus), who really burnt up the track. He completed his standing lap in 1 min. 9.2 secs., his second in 1 min. 4 secs. and his third in 1 min. 3.6 secs., to return a total of 3 mins. 16.8 secs., a splendid effort. Needless to say, no one else could approach this time, A. Sullivan (Lotus) being nearest to it with 3 mins. 23.2 secs. Fred Marriot was third in his Austin-Healey Sprite.

Next came the closed cars up to 1,100 c.c. This class had 15 starters, comprising a goodly gaggle of A35s, Minor 1000s, Standards and a lone Renault 750. After some stirring driving C. K. Bond-Smith came out on top, with a total of 3 mins. 53.6 secs. in his A35. Fred Marriot was second, two seconds slower and P. G. Gill (Austin) was third.

In class 5 (1,101-1,500 c.c. open) B. R. Millbank came near to Hine's time, returning a total of 3 mins. 19.2 secs. in his Lotus, winning his class. J. R. T.

*SPRING-TIME SPRITE. In the March sunshine, J. L. Venner urges his Austin-Healey Sprite through Paddock Bend.*

## THE FIRST OF THE SEASON

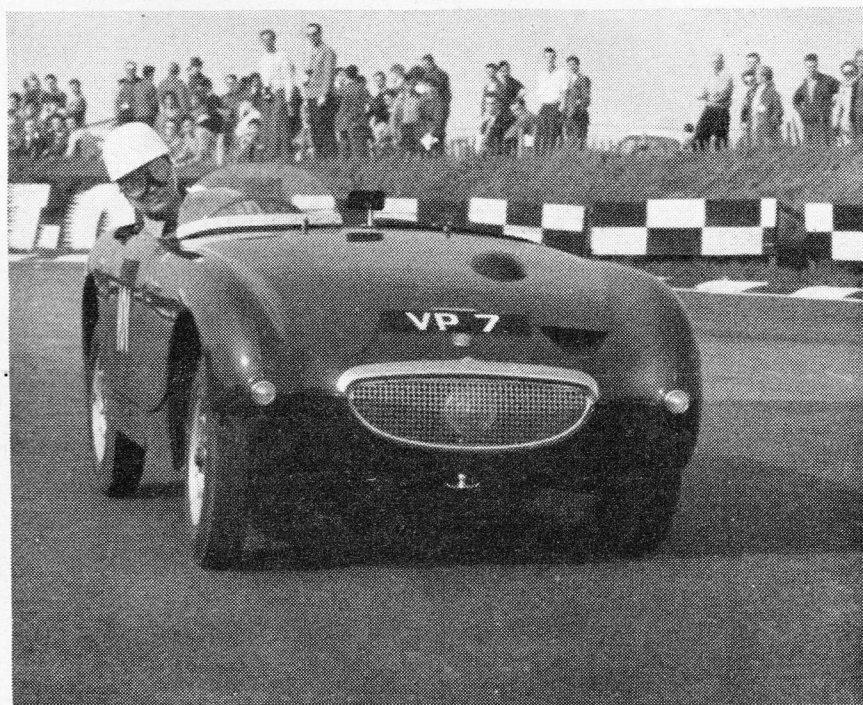
The Surrey Sporting Motor Club Open the 1959 Season with an Excellent Sprint Meeting

Van Sickle (1172 Lotus) was second and R. B. Ide (whose M.G. laid a smoke-screen for the better part of his three laps) was third.

The next run was for closed cars of the same capacity as those in class 5 and was won in fine style by R. Shepherd-Barron in his beautiful little Alfa Giulietta Super Sprint Veloce, surely one of the loveliest cars to be seen anywhere. This little bomb was fitted with Italian tyres which were reputed to scream on the straight! They did. The noise they produced on the corners was quite indescribable as can be imagined! However, Shepherd-Barron's time was 3 mins. 36.4 secs., one second faster than J. Burke

slower than Stelfox, but considerably faster than the other Triumphs. L. Bertorelli had a total of 3 mins. 47.4 secs. which was not so fast. Anyhow, the two cars seemed very steady round the circuit. Nipping into second place between the two Peerless came a Porsche driven by a beard which belonged to none other than Denis Jenkinson. His time of 3 mins. 43 secs. might have been better but for a little slide just after Paddock Bend.

In the following class (2,001-3,000 c.c., open) we were rather startled to see one of the ponderous Daimler sports cars driven by a Miss P. Richardson. This bolide is not ideally suited to Brands,





to say the least of it, but Miss Richardson made a valiant effort and returned a time of 4 mins. 16.6 secs. First in this class was A. J. Harman (Healey) with a total time of 3 mins. 42.2 secs. Second was R. M. Powell and third F. V. Pound (Healeys).

Aston Martins took the first two places in the class for closed cars of the same capacity. I. M. Gillett in a DB2/4 Mk. III having a total time of 3 mins. 39 secs., G. S. Brame (DB2/4) being 2.2 secs. slower. Third was D. L. Lewis (2.4 Jaguar).

Class 11 was for open cars of unlimited capacity and once again we found Miss Richardson on the line. This time she showed that she had profited from her first three laps for she chopped over 10 seconds off her time to return 4 mins. 5.4 secs., a very creditable performance. Winner of this class was A. Semenov in an XK 120. His time was 3 mins. 35.4 secs. Second was A. Sullivan, who set off at a cracking pace to record 1 min. 9.6 secs. for his standing lap. Just going into his second lap he very nearly lost it at Kidney Bend. Entering his third lap the back end broke away and he spun which gave him a third lap time of 1 min. 21.6 secs. and a total of 3 mins. 37 secs. This notwithstanding he came second in class. Third was Eric Brown

#### Results

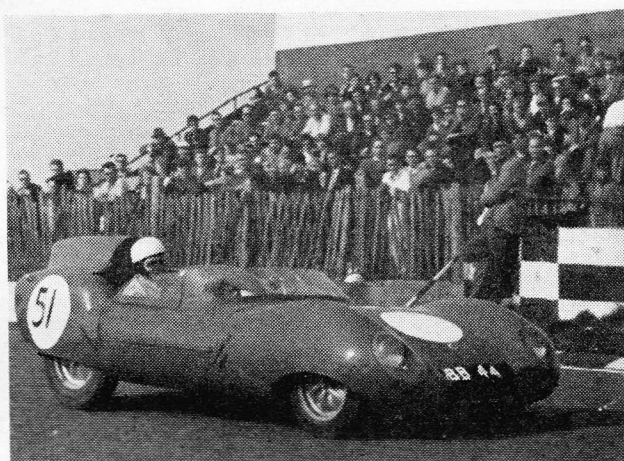
**Class 1, 750 Formula:** 1, J. G. Sutton (Austin), 3 m. 57.6 s.; 2, R. J. Cook (Austin) and J. Wilks (Austin). **Class 2, 1172 Formula:** 1, J. Derisley (Lotus), 3 m. 29.4 s.; 2, E. A. W. Martin (Lotus); 3, R. Goodey (Lotus). **Class 3, up to 1,100 c.c. open:** 1, E. L. Hine (Lotus), 3 m. 16.8 s.; 2, A. Sullivan (Lotus); 3, F. W. Marriot (Sprite). **Class 4, up to 1,100 c.c. closed:** 1, C. K. Bond-Smith (A35), 3 m. 53.6 s.; 2, F. W. Marriot (Morris); 3, P. G. Gill (Austin). **Class 5, 1,101-1,500 c.c. open:** 1, B. R. Millbank (Lotus), 3 m. 19.2 s.; 2, J. R. T. Van Sickle (Lotus); 3, R. B. Ide (M.G.). **Class 6, 1,101-1,500 c.c. closed:** 1, R. Shepherd-Barron (Alfa Romeo), 3 m. 36.4 s.; 2, J. Burke (Porsche); 3, I. Scott-Watson (Lotus Elite). **Class 7, 1,501-2,000 c.c. open:** 1, R. V. Staples (A.C.), 3 m. 28 s.; 2, R. Stelfox (TR2); 3, J. Quick (TR2). **Class 8, 1,501-2,000 c.c. closed:** 1, A. Gay (Peerless), 3 m. 41.8 s.; 2, D. Jenkinson (Porsche); 3, L. Bertorelli (Peerless). **Class 9, 2,001-3,000 c.c. open:** 1, A. J. Harman (Healey), 3 m. 42.2 s.; 2, R. M. Powell (Healey); 3, F. V. Pound (Healey). **Class 10, 2,001-3,000 c.c. closed:** 1, I. M. Gillett (Aston Martin DB2/4 Mk. III), 3 m. 39 s.; 2, G. S. Brame (Aston Martin DB2/4); 3, D. L. Lewis (2.4 Jaguar). **Class 11, Unlimited cars, open:** 1, A. Semenov (Jaguar), 3 m. 35.4 s.; 2, A. Sullivan (Lotus); 3, E. G. Brown (Jaguar). **Class 12, Unlimited cars, closed:** 1, D. J. Uren (3.4 Jaguar), 3 m. 37.8 s.; 2, E. G. Brown (Jaguar); 3, J. Turner (Ford). **Class 13, Racing cars, unlimited:** 1, K. H. M. Jack (Cooper), 3 m. 13 s.; 2, D. Sim (Yimkin); 3, A. Samson (Cooper). **Class 14, Sports cars, unlimited, manufactured prior to 1940:** 1, J. Wilks (Austin), 4 m. 30.6 s.

**P A D D O C K  
SCENE:** (Above)  
In the foreground is  
Miss P. Richardson's  
Daimler Sports.  
Beside it is R.  
Shepherd - Barron's  
delightful little Alfa  
and the Standard  
belongs to D. Neale.

★  
**A P A C K E D  
G R A N D S T A N D**  
(right) watches A.  
Sullivan in his  
Lotus negotiate  
Paddock Bend.

in an XK 120 which had just had a D-type engine and disc brakes installed. Obviously, he wasn't going to try very hard in a car he wasn't familiar with but even so he returned a time of 3 mins. 39.8 secs.

In Class 12, for closed cars of unlimited capacity, D. J. Uren (3.4 Jaguar) won with 3 mins. 37.8 secs. Second was



Brown in the "D-type" with 3 mins. 39.8 secs., and third was J. Turner in his incredible little blown 1,172 c.c. Ford whose last lap was .2 seconds faster than Brown's!

The penultimate class was for racing cars. Here K. H. M. Jack rocketed round in his F2 Cooper to record a total of 3 mins. 13 secs. This car, incidentally, is the one in which Roy Salvadori finished third in last year's British G.P.

The distinction of being slowest man of the day went to P. Raphael who took 5 mins. 13 secs. for three laps in his 1,100 c.c. Cooper.

Lastly came the class for sports cars manufactured prior to 1940. J. Wilks (Austin) was the only one to come to the line. His car was definitely sick but he carried on for the distance in order to win his class in the rather unimpressive time of 4 mins. 30.6 secs.

And so the first meeting of the year drew to a close. The whole thing had been efficiently run and there were no accidents, a good start for the 1959 season.

CHRISTOPHER NIXON.

**TURNER WITH THE TAPS ON:** Miss J. Robinson urges her car on to greater effort along the straight.





## Sunshine and Trials in Kent

**Kentish Border C.C. Event Won by P. F. Highwood**

ON Sunday the Kentish Border C.C. took a turn at the closed-to-club event and ran their own Best Cup trial. This is an event where fun counts for more than anything else; as it was held in the most delightful surroundings, on the borders of a Kentish orchard, in glorious sunshine it became a family day out.

Having stood on the touchline, so to speak for a very long time, I was on this occasion privileged to try trials from the other side of the fence. Bill Swaby trustingly and nobly lent me his Cannon, even more trustingly and nobly volunteered to bounce for me, and the K.B.C.C. officials gave me an unofficial, unqualifying, unwanted entry. It was all great fun—and our performance was not quite the worst of the day!

Site for the trial was among the hills on the fringe of Mr. David Cannon's orchard, set in splendid countryside near Wrotham, Kent. A total lack of anything approaching nasty weather for some long time previously made the ground fairly dry but even so, few competitors found *all* the hills to their liking!

Best performance was made by Peter Highwood (Exspence) from Rex Chappell and H. M. Batten. A couple of ties lower down the field were decided by a "furthest up" contest in each case.

Only nine hills were attempted during the day, but there was consolation for this in the fact that, for the most part, they were all different. In one or two cases only was the same hill, or a variation of it, used more than once and all nine showed the usual Kentish Border ingenuity.

First hill was a long, curving ascent, most of the course being on a falling-away camber. It even started on a side-ways slope. The gradient, gentle enough at first, gradually sharpened until, for

the last few feet, it became a very acute rise. Second man up for the first clean climb was Dave Price, who was driving Percy Barden's car during the event. Rex Chappell also reached the top, as did Percy himself, in another car, Bernard Dees and Ernest Chandler, the Chandler-VW now going really well. S. R. Seelly was also clean, aided and abetted by a most strenuous passenger.

The second hill was another long one, starting on a steepish bump and then twisting to right and left between some awkwardly-placed tree stumps with another thought-provoking right-hander about half-way up. Dave Price very nearly reached the summit after a really stout attempt, only to stop a couple of feet short of a clean. Rex Chappell made no mistakes and lost no marks, and Bernard Dees was also clean. S. R.

**WINNER AGAIN**—Peter Highwood headed the awards list again with a consistently good performance all day. In the background is the very pleasant orchard where the event was staged.

Seelly caused a certain amount of amusement by losing his way and running completely out of road, while another unlucky one was Percy Barden, who also got to within a couple of feet of the top—by virtue of a whole lot of vigorous bouncing—and Chandler reached 1 as well.

Third hill of the day started with a very steep bump which was, originally, to be attacked from an angle. However, this proved to be a little too optimistic, and things were altered so that it was approached directly. After the bump the course swung to the right over rocks and slightly downhill, then sharp left on an adverse camber. Then it ran on up quite sharply, over a jumbled mass of slippery rocks to turn sharp right again for the last few yards. It was the left-hander that stopped most people here, cars losing steerage way on the slippery adverse camber and tending to plough straight on towards the tapes. Dave Price, Rex Chappell and others were among those who suffered from this, while Bernard Dees reached 6 to make the best climb until then. Immediately after him, however, came Percy Barden with a repeat performance. F. C. Cole, whose car is still among the smartest, made a really first-class effort but was unlucky in falling foul of a tree stump, having to be content with 5, which was up with the best of the day on this hill.

Next on the agenda was a variation of the same hill—with the start moved and a short, new run to join the course after the left-hander, on which most people had found themselves in all sorts of difficulties. This time it was the slimy heap of rocks which stopped them, both Rex Chappell and Bernard Dees stopping at 5—right among them. Ernie Chandler made a good attempt to reach 4, but the rocks stopped him too, and Cole made another good effort. Peter Highwood turned on a touch of his winning form to soar past the rocks and round the corner, but he lost momentum somewhere or other and just failed to clean the section, stopping at 1.



**FIRST CLASS AWARD** went to Rex Chappell, here tackling a tricky left-hander with Rene being most energetic!



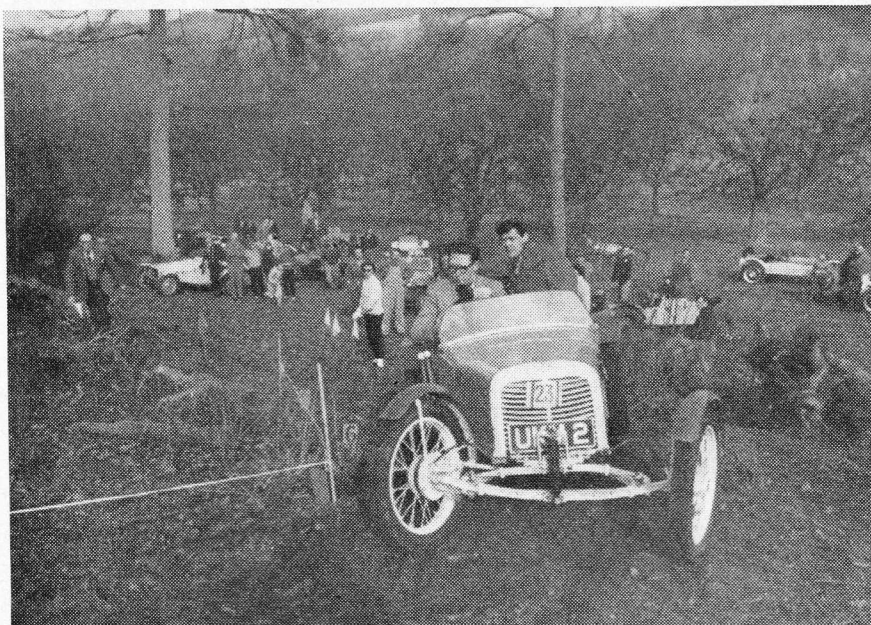
**ANOTHER MAN'S CAR**—Dave Price used Percy Barden's P.A.B. for the event and evidently found it to his liking—he qualified for a team award after going well.

This was the total of morning hills, and in due course a pub was reached and lunch enjoyed.

Afterwards, the scene of battle was returned to, and the fifth hill was tackled. This one started on a lumpy rise, turning right at the top and on, following the path of the first hill. Then it swung left up a grassy bump, along and over a "shelf" and up another steep, grass-covered bump to the top. First two cars up, Bill Armstrong and S. R. Seelly, made 6 or so, stopping on the first of the bumps. Bernard Dees was third man up, and achieved a clean climb after willing the car away from a near-stop at the top of the same bump. It was at this point that Percy Barden did stop after losing some momentum on the left-hander. Chandler and Cole both stopped there, too. George Clarke made a good try for the top, but was unlucky enough to clout a marker on the left-hand bend. Peter Highwood was clean without any trouble at all here. David Price reached the top but touched a marker on the way up and Rex Chappell, in spite of giving a tree stump a severe clout, got over the top through sheer power!

Hill 6 was at the end of the valley, a steep twisting one which curved round tree stumps on a very acute gradient all the way. This one steadily improved in a noticeable manner as more and more cars assaulted it. Bernard Dees, Percy Barden and a few others climbed to 5, J. Apps added a few feet to the score and F. C. Cole went even further to make 4. George Clarke made 3, David Price reached 3 and nearly made 2, while Peter Highwood romped up and made 2—about six inches short of 1! Rex Chappell completed operations by having a real go and making 1.

Seventh hill was short and very steep, with a right-hander just after the steep bump at the start. Surface here was



dry grass and dead bracken and most people—even including me—made it clean, although Bernard Dees was among the unlucky ones who stopped.

The eighth hill was one of the rare repetitions—another shot at the fourth hill. This time Cole managed to pass the rocks for 3, George Clarke did the same but stuck on the right-hand corner which followed them. Bill Swaby got round in splendid fashion to reach 2, and Peter Highwood repeated his previous performance. Rather prematurely flushed with success, I took a sharp step down from my self-appointed pedestal when I stopped at 3. Bernard Dees went very well on this one to make the

best climb of the day on this particular hill.

Last on the list was a real zig-zag affair—a series of acute turns that stopped the entire entry after the first bend, most competitors reaching only 8 or 9.

And that was that. Nine hills, brilliant sunshine, enormous fun—in all, a splendid day out. Roll on next time!

MARTYN WATKINS.

#### Results

**Best Performance:** P. F. Highwood (Exspence).  
**First Class Awards:** R. F. Chappell (S.C.S.), H. M. Batten. **Second Class Awards:** B. H. Dees (P.A.B.), C. F. Baldwin. **Opposite Class:** F. C. Cole. **Team Awards:** P. F. Highwood and D. W. Price; B. H. Dees and P. A. Barden.

#### SEBRING NEWS

**A**STON MARTIN'S DBR1 will be driven by Roy Salvadori and Carroll Shelby. Maurice Trintignant and Harry Schell will share a 3-litre Maserati entered by Scuderia Centro-Sud. French Los Amigos stable has entered a Cooper for Jean Lucas. Factory Porsches will be those of Maglioli/Herrmann; Barth/Bonnier and von Hanstein/X. There will, in addition, be six U.S.-entered cars.

Ferrari works cars will be handled by Phil Hill/Olivier Gendebien; Jean Behra/von Trips; Dan Gurney/Seidel. Latest news of Lister-Jaguar is that the Cunningham cars may be driven by Ray Crawford/Walt Hansgen, Briggs Cunningham and possibly Bruce Halford, in addition to Stirling Moss and Ivor Bueb.

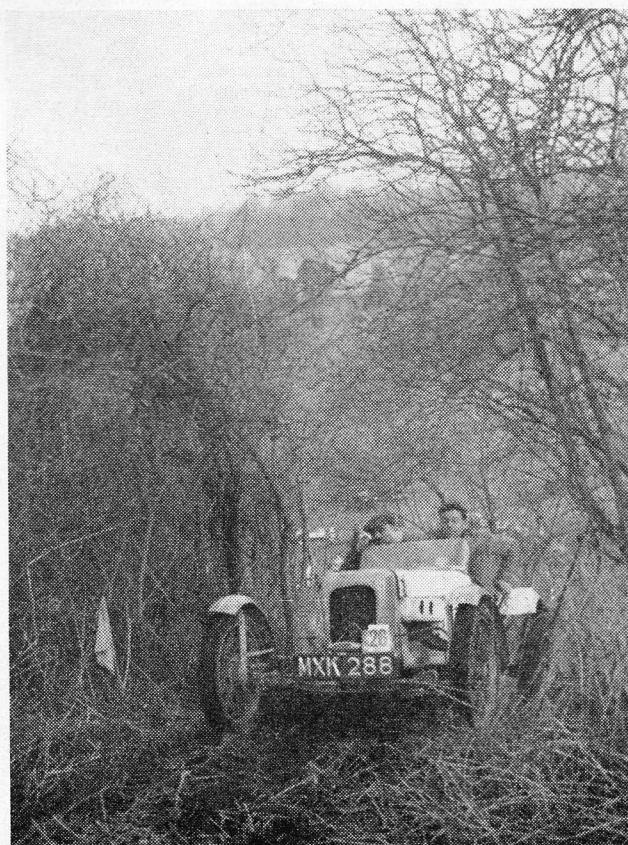
De Tomaso and his wife will share the new rear-engined Osca. Lancia are sending a G.T. Zagato. In this class will be A.C.-Bristol, Alfa Giulietta, Arnolt-Bristol, Morgan, Triumph, M.G. Twin Cam, D.B. Panhard, Austin-Healey Sprite, Fiat-Abarth, Fiat-Stanguellini, Lotus Elite and Ferrari.

**J**EAN BEHRA did 62.8 secs. at Modena recently with the latest Porsche "1500".

★

*THROUGH A GAP  
in the trees goes  
S. R. Seelly, a look  
of delight appearing  
on his passenger's  
face as they clear  
the hill!*

★





**GOOD BOY!** Bruce McLaren accepts the congratulations of a member of his pit crew after the race, while a group of enthusiasts crowd round.

a win in the national race, the Waimate 50, and the fine win at the Park, McLaren is set fair to take the Association of New Zealand Car Clubs' Road Racing Gold Star this season. He has amassed 40 points and next in line is the 1,500 c.c. Cooper-Climax driver Sid Jensen with 32 points.

However, in a limited way, the overseas drivers did make amends at Tere-tonga Park. The Southland Sports Car Club, about the most go-ahead club in the country, concluded its programme with a 12-mile rolling start race. It was the first time this had been attempted here and Brabham came home just ahead of Flockhart, with Merv Neil and McLaren next. It was a real grandstand finish with the timekeepers unable to part second, third and fourth.

Usually there is a fair breeze at Tere-tonga Park as the circuit is quite close

No one could have hoped for a better result in the final race of the New Zealand international series than a win for a New Zealander, and that is exactly what the 60-mile Tere-tonga International Trophy provided on 7th February—much to the jubilation of about 20,000 very nationally minded spectators!

Bruce McLaren, the young Auckland who had such a successful season in Formula 2 events in Europe last season, and who will be driving for the Cooper works team this season, simply mowed down the opposition to come home an easy winner, in record time, after completing 40 laps of the testing 1½-mile Tere-tonga Park circuit of the Southland Sports Car Club.

Driving a 1,960 c.c. Cooper-Climax, McLaren's time was 48 mins. 38.4 secs.—an average speed of 74 m.p.h. Last year Ross Jensen, with a 250F Maserati, won in 53 mins. 11.6 secs. McLaren also set a new record lap in 1 min. 10.6 secs.—about 76 m.p.h.—compared with Jensen's 1 min. 14.4 secs. last year!

In second place came Ron Flockhart with the B.R.M., 10.2 secs. behind McLaren. Third was Jack Brabham with the works 2,200 c.c. Cooper-Climax, 19.2 secs. behind Flockhart. Ross Jensen (El Salvador Maserati), Tom Clark (Super Squalo Ferrari) and Johnnie Mansel (250F Maserati) were next in line and all completed 40 laps. Then came Pat Hoare (3-litre Ferrari) with 39 laps completed, and Merv Neil (1,960 c.c. Cooper-Climax) with 38 laps completed.

It was McLaren's day. He led from the start and although Flockhart and Brabham kept up close in the early stages, the Auckland youngster was able to dictate his own terms and he drew away from the overseas men. It was an armchair drive, and he drove a copybook race.

Flockhart was simply out-driven. The B.R.M. went perfectly, but the Scotsman was not too steady on the tight circuit which became very slippery with melting tar as the temperature climbed up to the eighties.

Tere-tonga Park has not been a happy hunting ground for Brabham and, like

*"I'M COMING, SID!" Bruce McLaren is seen here about to pass Sid Jensen at the entrance to the pit straight.*

## TERETONGA INTERNATIONAL TROPHY

Bruce McLaren (Cooper) Wins from Ron Flockhart (BRM) and Jack Brabham (Cooper)

By PETER GREENSLADE

Flockhart, he could offer no excuses. It looks as though the circuit is not to his liking. There was nothing wrong with the works Cooper, but he lost ground steadily after the first few laps.

These drivers all outclassed the rest of the field, but not by much. Jensen drove a good race with El Salvador's 250F Maserati, but did not seem entirely happy with the car.

Tom Clark, who is definitely retiring at the conclusion of the New Zealand season, went well with his old 3½-litre Super Squalo Ferrari, but the power just was not there.

Johnnie Mansel, who was driving the ex-Moss ex-Ross Jensen 250F, has had a fairly good season and if he can obtain a car that measures up, he looks as though he will give a lot of people something to think about next season, judging by his performance at the Park.

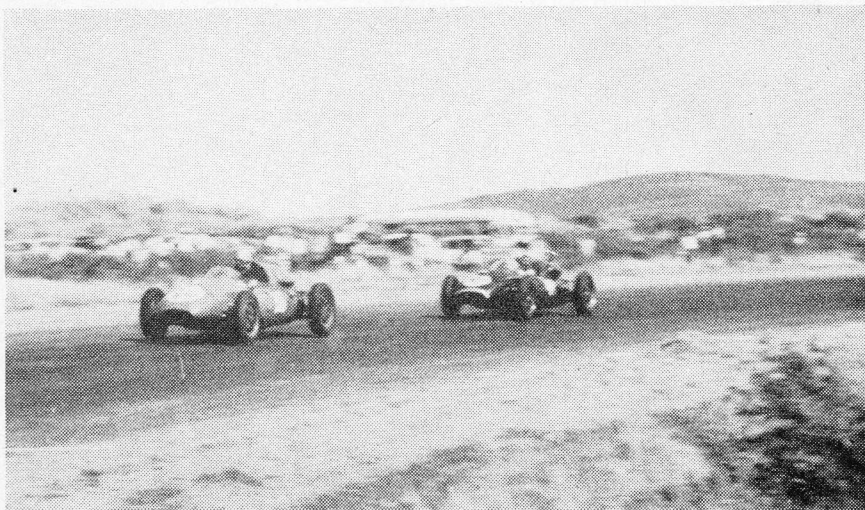
With third places in the New Zealand Grand Prix and Lady Wigram Trophy,

to the sea, but race day this year dawned fine and very hot. There was not a breath of wind and Invercargill, which is too close to Antarctica for the thinner-blooded New Zealanders from the north, was soon sweltering in the heat.

This year the Trophy race attracted a record entry and to cull the field two qualifying heats were run in the morning. These were each over 12 miles and they proved quite exciting.

In the first heat the favourites were Brabham, Ross Jensen and Neil and that, in fact, was the way they finished, with the sports car driver George Lawton next in the ex-Brabham ex-McLaren 1,500 c.c. sports Cooper.

Brabham led from the start and first time round he had Neil close behind him, then Ross Jensen and Lawton. The rest looked as though they were hopelessly out of the picture. Jensen passed Neil in the next lap, but in the third lap Brabham overdid things a little in the





*ANY SECOND NOW.* Heads are turned towards the starter as the flag is about to drop. On the front row are (l. to r.) Jensen, Brabham, McLaren and Flockhart.

"esses" and lost the Cooper. He made an excursion into the rough and Jensen came round 3 secs. in front of him.

Neil and Lawton were comfortably in third and fourth places and it was just a question of waiting to see if Brabham could take Jensen in the later stages. This the Australian managed to do in the last lap and he came home a winner in 9 mins. 49.2 secs. just .8 sec. ahead of Jensen. Next in line were Neil and Lawton.

Brabham made fastest lap in 1 min. 11.2 secs. to Jensen's 1 min. 12 secs.

Flockhart, McLaren, Clark and Sid Jensen shared the front row in the second heat. McLaren was first away, closely followed by Flockhart and they finished in that order. Sid Jensen held third place for four laps and then Clark took him and they finished in that order. McLaren's time was 9 mins. 32 secs. and Flockhart finished 7.1 secs. behind him.

Grid positions were allocated on the lap times in the heats for the actual Trophy race. So when they lined up in the afternoon the positions were:

Flockhart (B.R.M.)	McLaren (Cooper-Climax)	Brabham	R. Jensen (Maserati)
Clark (Ferrari)	S. Jensen (Cooper-Climax)	Neil (Cooper-Climax)	
Hoare (Ferrari)	Mansel (Maserati)	Lawton (Cooper-Climax)	McCutcheon (Normac Spl.)
Palmer (Lotus 1100)	Wood (Cooper 500)	Shelly (Cooper-Climax)	
Herrick (Austin Special)			

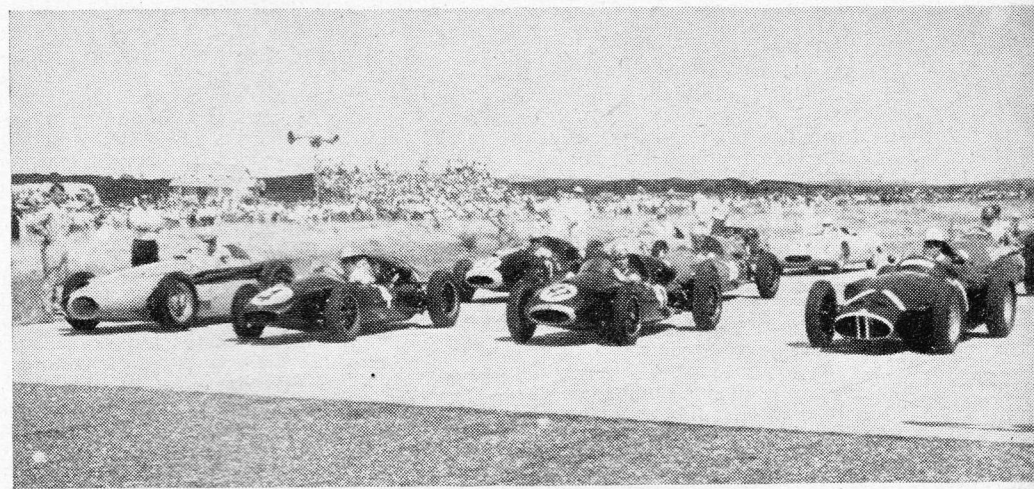
McLaren made the best of the start with Brabham next, and Flockhart appeared a little slow. However, there was no one badly left and the pack was very tightly bunched as the leaders swung into the left-hand turn, which is really a loop, at the end of the main straight. Flockhart did not come out of the loop too well placed and was looking for a place to go as they swarmed into the "esses". But there was not much separating anybody as they swung into the bend leading to the main straight again.

Down past the grandstands they came—McLaren, Brabham, Ross Jensen, Neil, Flockhart, Sid Jensen, Clark, Mansel, Shelly, Hoare, Lawton, McCutcheon, Palmer, Wood and Herrick.

McLaren was not wasting any time. He completed the standing lap in 1 min. 15.3 secs., according to an unofficial watch, which was an average speed of about 71 m.p.h.

In the next lap Neil apparently struck a bit of bother for Flockhart moved up to be fourth with Sid Jensen and Mansel next.

McLaren was rock-steady and gathering speed now, opening up a small gap on Brabham, who had very little on Ross Jensen. Flockhart was breathing hard on the tail of the blue and yellow El Salvador Maserati. The B.R.M. driver was well clear of Sid Jensen who was closely followed by Clark, Neil, Mansel, Hoare, Shelly and Lawton. To all in-



tents and purposes the rest were out of the contest.

In the fifth lap Flockhart scraped by Jensen to be third and the order otherwise was unchanged.

The sixth lap was completed by McLaren in 1 min. 11.2 secs. to Brabham's 1 min. 12 secs. and then came the first incident.

With the leaders well clear, Sid Jensen swung into the "esses" and lost his orange 1,500 c.c. car. He spun and stalled. Neil, who had been motoring hard and making up ground, did exactly the same thing and between them these two almost blocked the road. Round swept Mansel in the black 250F and he grasped the situation with both hands, so to speak, and with complete aplomb swirled the car into the wide safety-ditch in a spectacular avoidance.

Down the ditch he shot and back up on to the circuit once more and when they came round to the start-finish line the order was McLaren, Brabham, Flockhart, Ross Jensen, Clark, Mansel, Hoare and Shelly.

In the meantime enthusiastic spectators push-started Neil before he really realized what they were doing. Another bunch headed for Sid Jensen but, fearing disqualification, he waved them away and beckoned to a group of officials. However the officials did not budge. After a certain amount of fist-brandishing on the part of the hot-and-bothered Jensen

he managed to push-start the car himself while the officials looked on.

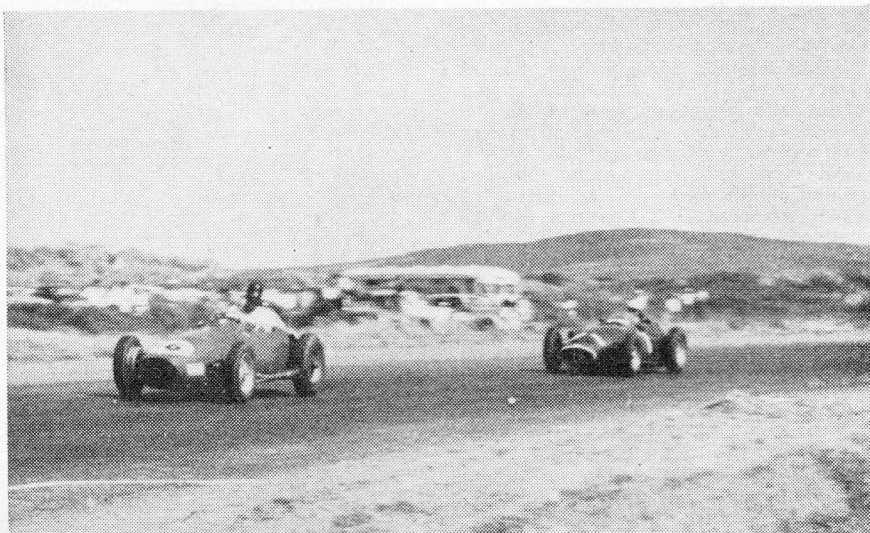
That cost him two laps on the leaders and all chance of a placing. Taken all round it was a pretty poor show and Jensen rightly was rather mad about it.

McLaren notched up his first 10 laps, and the order had not changed. But Brabham looked a bit shaky in second place. He was having to work hard with his Cooper to keep it facing in the right direction and was gradually losing ground to the leader. Flockhart, on the other hand, was bowling along very steadily and gradually bridging the gap to the Australian. In the 12th lap he finally took Brabham in the main straight right in front of the grandstands.

Flockhart now made his try for the lead. With 18 laps gone he got up to 3.8 secs. behind McLaren. But the New Zealander was given the "hurry-up sign" from his pit and next time round he had added 3 secs. to his lead. He contented himself with retaining this margin.

So they toured round—McLaren comfortably in front and driving well within his limits, with Flockhart doing his best, then Brabham, who seemed to be having a lot of "moments" on the slippery surface, in third place. He had quite a good lead on Ross Jensen, who looked as though he would be quite contented if he could only hold his fourth place.

Clark was driving perhaps his best race of the season with the Super Squalo



*SECOND MAN HOME.* Ron Flockhart prepares to pass Pat Hoare (3-litre Ferrari) just before the pits.



and just managing to keep ahead of Mansel, and then came Hoare with the 3-litre Ferrari. Neil and Lawton were next not too far back, and Sid Jensen was a long way behind.

Shelly with his blue 1,500 c.c. Cooper-Climax had been carrying on an expressive if not very clear sign language conversation with his pit crew on each tour and as McLaren completed the 18th of the 40 laps he came into the pit to be more explicit about the shortcomings of his car.

In the 19th lap Flockhart lapped Hoare.

The race was now as good as over. It was just a case of everyone that counted keeping on going. McLaren was dictating the terms and neither Flockhart nor Brabham could meet them.

On each tour the smiles on the faces of the spectators grew wider and when the chequered flag finally came down on McLaren they were all yelling themselves hoarse with excitement and pleasure.

It was the first international win in his own country for the Aucklanders who has made such a name for himself in the last year or so. He was justifiably very excited about it. So excited, in fact, that he had the hardest job in the world to get out a few words into the microphone as his mother and father shared the liquid refreshment between them.

The day came to an end with the "Flying Farewell" for the eight fastest cars. They were lined up on the grid and moved off at sedate pace behind a

white XK 120 roadster with the starter poised rather precariously. The pack quietly snarled around the loop and towards the "esses" with everyone keeping station, but as they got into the "esses" the pace increased a little and there was a bit of jostling for position with Sid Jensen's orange Cooper blatantly wagging its tail as its driver sought a more favourable position. Round the long left-hander into the main straight they came, and the snarl became more ominous.

All the time the Jaguar was gathering speed, but the competitors were getting impatient. Jensen (Ross) plunked his foot hard down on the loud pedal and so did Brabham—about a furlong before the official starting point was reached! Immediately all eyes left the starter and the pack was off! By the time the flag came down the pack was 100 yards at least in front of the pace car and the pace car was almost 100 yards behind the starting point.

Brabham went away and Ross Jensen must have been swamped in the rush, for by the time they sorted themselves out—if it could be called that, because there were not three car lengths between the lot at the end of the first lap—it was Brabham by a very short nose from Sid Jensen, Merv Neil, McLaren, Flockhart, Mansel, Ross Jensen and Hoare.

Next time round it was still Brabham, Sid Jensen and Neil, then Flockhart, Ross Jensen, McLaren, Mansel and Hoare.

This was real wheel-to-wheel stuff. Now Neil went to the front and close behind him came Brabham, who looked as though he might just be holding off the "outside opposition" a little!

They were still all on top of one another with the exception of Mansel and Hoare who had drifted, and they were all looking for invisible openings while Neil went for his life in front. Finally Flockhart found a hole wide enough for the B.R.M. and moved up to third by about half a length from Sid Jensen, who in turn had about half a length on Ross Jensen.

With six of the eight laps gone, Neil was clear of Brabham, who was clear of Flockhart, but there were not three lengths between the Scotsman, Ross Jensen, Sid Jensen and McLaren. McLaren took Ross Jensen and Sid Jensen in the second last lap and it was still anybody's race.

They came out of the last bend for the run home and Brabham shot through on the inside of Neil while Flockhart tackled him on the outside.

Brabham broke clear, but Neil held doggedly on to the B.R.M. while McLaren shot up too. It was a real grandstand finish with Brabham in front. His time was 9 mins. 55.1 secs. then came Flockhart, Neil and McLaren each with 9 mins. 56.6 secs.

It was a real crowd-pleaser and there could not have been a better finish to the day.

## The Great Trans-Canada Rally

By GERALD WOOD

OVER last week-end the national club, the Canadian Automobile Sports Club, announced a mighty scheme!

In three releases given to the *Toronto Globe and Mail*, a very good newspaper indeed, I might add, they stated through the person of Mr. R. C. Evis, the competition manager, that they had indeed conceived the great 7,000-mile Canadian Rally which would run roughly Toronto to Montreal, Ottawa, round the head of the lakes, out to Vancouver and return passing through Winnipeg, Yorkton, Regina, Saskatoon, Edmonton and Lethbridge. Trace that one on your atlas, chaps!

This rally they say can be laid on for the trifling sum of \$100,000, including \$26,000 for prizes as follows: first place \$10,000; second, \$5,000; third, \$2,500. Ladies prize, \$1,000. There will be four classes and prizes of \$400, \$200 and \$100 in each class. A provincial prize of \$200 and all this for an entry fee of \$50.

All cars shall run production class without modification.

Not more than 200 entries can be accepted, and the dates shall be either 18th July-1st August, or 1st-15th August, 1959.

The British Motor Corporation group stated that they are very pleased to see an event of this type. The National Broadcasting Corporation of the U.S.A. said they were interested in giving it news coverage on their network stations, and we are given to understand that J.M. Fangio will be invited to act as starter.

We are also told that this can be laid on by August. That the whole clerical, timekeeping, stewards, marshals, route

runners, and everybody and his dog who go into this, including the gentry who feed the calculating machine its diet of chewed cards, can be laid on the line. I may add that the British Empire Motor Club, who lay on the Winter Rally, are not to be included, and it takes them, with an experienced crew, four months to tie down the Winter Rally. Also that a deuce of a lot of our secondary roads will be impassable until May, and Dellow country until June. I hae ma doots!

Added to this, the sponsor, that mystical figure in the background, has not yet declared himself, and the C.A.S.C. cannot commit the member clubs without a national meeting, and, I believe, a regional meeting too. This may involve an awful lot of money and reputations if it goes sour. I hope we can pull it off, but I fear me that it will not be this season, and a bad failure causes a dreadful panic among benefactors.

The C.A.S.C. officials to whom I have talked believe that they can do it, but when it comes down to the individual clubmen, I fear that the body is not yet cohesive enough, and that the C.A.S.C. is not yet strong enough, nor sufficiently experienced, to pull off a project of this magnitude at this short notice.

This follows the cablegram of 14th February, at which time I had only been speaking to Mr. Evis on the subject. Since then I have addressed myself to Mr. Punshon, the national secretary, and various experienced clubmen in the Southern Ontario area.

One good piece of news. Mr. A. J. H. Steinberg, heading up a group of Toronto businessmen, has applied to C.A.S.C. for

the following dates, 11th July, 1st August and 29th August. On these dates they will run races at Stayner Speedway, under C.A.S.C. rules. They will pay starting money and prize money. This is the first time in Canada that it looks like being a success.

### SOUTH AFRICAN GRAND PRIX

SOUTH AFRICA is to figure again on the calendar of international motor racing.

After a decade of negotiation and uncertainty the South African Grand Prix Organizers in East London—pre-war home of grand prix racing in South Africa—have started the construction of a new 2½-mile circuit which is being built to international standards.

Set on gently undulating ground flanking the Indian Ocean, the track will be a virtually flat triangle with moderately banked high-speed bends at each apex. Dick Gibson and Bill Edwards, English drivers who visited the Union recently with their Cooper-Climaxes to take part in several races there, said after inspecting the layout that they thought lap averages of about 84 miles per hour would be feasible. Billy Bishop, the veteran S.A. motoring writer, thinks it may be nearer 90 m.p.h.

An outstanding feature of the site is that it is dominated by a hill slope forming a natural grandstand on which several thousand cars could be parked to give spectators a view of the entire track from the comfort of their cars.

It is expected that the track will be completed by the end of April. The first race to be staged on it will be the Winter Handicap (motorcycles, production cars, sports/racing cars) on 13th July this year. Then, in mid-December or at the beginning of January, South Africa's first post-war international Grand Prix will be run.



**A TYRE CHECK** for the winning Castellina/Frescobalda Fiat-Abarth 750 —the drivers collected a Fiat Gran Luce for their efforts.

THE "Sestriere" this year had a fairly easy road section of 2,500 kilometres taking in circuit tests at Monza and Modena, a slalom test in Turin and three hill-climbs. Marks were lost on the tests for each second slower than the fastest in one's class. This placed the advantage with the expensive machinery but despite this British cars had their most successful Sestriere Rally for some years. The only British crews were Pat Moss/Ann Wisdom who won the Ladies' Cup and finished fifth in a class which included 12 Alfa Romeo Giulietta T.I.s and five Volvos; Tommy Wisdom/Tony Lucas who won the class for special touring cars up to 1,100 c.c. and John Sprinzel/Stuart Turner who were third in their class. These crews were driving a Riley 1.5, a Sprite and an A35 and won the Team Prize for B.M.C.

In addition to the British drivers, Annie Soisbault was third in her class in



## The 10th Rallye del Sestriere

Victory for Fiat-Abarth; Coupe des Dames for Pat Moss/Ann Wisdom (Riley); Class Success for Tommy Wisdom/Tony Lucas (Sprite)

By STUART TURNER

a TR3 and a 3.4 Jaguar driven by the Germans Plaut and Heinemann won its category.

Outright winners of the rally were Castellina and Frescobalda in a Fiat-Abarth Zagato 750. They collected a Fiat Gran Luce for their efforts.

Two fortunate Ferrari drivers found at the start that the rest of their class including Schock in a 300SL Mercedes-Benz had non-started. This meant that no other class would have had a chance in general classification so the organizers diplomatically split the class prize money between them and asked them if they would mind staying in Sestriere while the rally was on!

Most of the route was on good roads

with no snow and only occasional ice, yet only 42 out of 72 starters finished. This was perhaps due to the large number of highly tuned cars that were entered which failed to stay the course. Alfas really went to town with their rally coverage and it was almost possible to follow the route from the number of their service vans present.

The route, in Northern Italy, went from the ski resort of Sestriere to a hill-climb on the Colle S. Bernado at Garesio then along the Gulf of Genoa to Savona and up into the mountains to Gavi. From here competitors went across Italy to the east coast and a hill-climb at Serravalle. The next stage was an easy run on main roads through



### Results

#### General Classification

1. Castellina/Frescobalda (Fiat-Abarth 750), 1.74 pts.
2. Pace/Tocelli (Alfa Zagato), 6.82.
3. Abate/Stardero (Alfa T.I.), 9.72.
4. Canaparo/Massoglio (Fiat 8V), 10.12.
5. Bauer/Ferrero (Alfa T.I.), 15.82.
6. Bertoglio/Soler (Alfa Zagato), 21.82.
7. Capra/Pilone (Fiat 600), 22.28.
8. Sala/Ubaldi (Fiat 8V), 27.98.
9. Levy/Wenscher (DKW), 28.64.
10. Fontana/Angela (Fiat 600), 33.12.

#### Classes

##### Grand Touring

- Up to 750 c.c.: Castellina/Frescobalda (Fiat-Abarth). 1,000 c.c.: Wisdom/Lucas (Austin-Healey). 1,300 c.c.: Pace/Tocelli (Alfa Zagato). 1,301-2,600 c.c.: Canaparo/Massoglio (Fiat 8V).

##### Touring

- 750 c.c.: Capra/Pilone (Fiat 600). 1,000 c.c.: Levy/Wenscher (DKW). 1,600 c.c.: Abate/Stardero (Alfa T.I.). Over 1,600 c.c.: Plaut/Heinemann (3.4 Jaguar).

Team Prize: B.M.C.: Wisdom/Lucas (Sprite); Pat Moss/Ann Wisdom (Riley 1.5); John Sprinzel/Stuart Turner (Austin A35).

Coupe des Dames: Pat Moss/Ann Wisdom (Riley 1.5).

Bologna to circuit tests at Modena and Monza. Two laps of Modena and three of Monza were timed after one reconnaissance lap but both tracks were rather marred by straw chicanes which were very tight.

After Monza cars went via Brescia and Bassano to what looked to be the tightest road section of the rally—a 42-minute affair from Bolzano over the Mendola Pass to Fonda. However, there was very little ice on the Pass and most of the surviving cars had clean sheets. The run back to Turin and Sestriere was through Como, Biella and Castellamonte. The slalom test in Turin virtually clinched the Ladies' Cup for Pat Moss who made a very good run to lose only 3.3 seconds from the fastest Alfa in her class whereas Annie Soisbault was over 11 seconds slower than Pat.

The final hill-climb was on the run in to Sestriere from Duc and on this Turri and Cocchetti who were leading their class in a Gordini Dauphine broke down within one kilometre of the finish.

At intervals during the rally there  
(Continued on page 313)

**WINNER** of the 1,000 c.c. class, and a member of the winning B.M.C. team, Tommy Wisdom manœuvres his Sprite at a control.





# ***The Miracle at Mirafiori***

## **A Flying Visit to the Fiat Car Factory in Turin**

THE articles of association of the original Fabbrica Italiana Automobili Torino, a company now familiar almost everywhere that people drive motor cars, bear the date of July, 1899. The original factory, like most motor manufacturers in those early days of the industry, was a small one, with a few mechanics and skilled amateurs producing a very few motor cars.

Today Fiat has, in Italy, no fewer than 19 primary and end processing plants. Fifteen of them are in Turin, and it can be safely said that of Turin's population of 900,000, half earn their living, directly or indirectly, from Fiat.

The range of cars is produced at the Mirafiori works. This place is a city—a great, teeming place where 19,000 workers turn out 1,400 units a day. The factory buildings are spread over—and partly under—a total area of 350 acres.

One shop, a vast, echoing place, is filled with complex multi-station automatic machines which process parts cut from bars. Every day, about 1,000 different small parts, like nuts and bolts, are machined for an awe-inspiring total of 600,000 pieces. Beneath the floors is a labyrinthine conveyor belt system, which passes beneath the machines and removes the scrap. There are great batteries of multiple lathes for the pro-

duction of screws or bolts from bars and pipes. Fascinating automatic equipment handles the materials, transferring each piece from machine to machine.

### **By MARTYN WATKINS**

for this is automation—a twentieth-century ballet in machinery.

Near by is the prototype department, where ideas become wooden models, in turn to be translated into plaster and finally, one day, to appear on the roads of the world in their thousands.

Next door is another array of machinery—massive, important machinery. Here are the giant presses, 24 lines of them, a total of 150, methodically stamping out body panels from the sheet metal at pressures ranging from 800 to 2,500 tons per square inch. All this goes on in an unreal silence. Fiat's wheels are oiled to a fine degree—oiled to the extent of fitting wooden floors to the workshops, acres and acres of wood blocks which deaden noise and vibra-

tion. There is no clatter, nothing but the faint hum of electric motors and the soft hiss of the huge machines as they stamp on and on, panel after panel. Two operators, each of whom must operate two switches, one with each hand as a safety precaution, stand by each monster, feeding sheet after sheet of glittering steel into its mouth. The switches are pressed, and mightily the press comes down, almost slowly and quite inexorably. Roof turrets, doors, wings, bonnets—roof turrets, doors, wings, bonnets—on they go, one after another, to play their part in producing 1,400 units in a 15-hour day.

Orderliness, light and height, and above all the silence: a Fiat workshop is like a cathedral—a towering, hushed building of apparent boundlessness, with giant machines instead of pulpit, lectern and organ.

The guide gave a signal, and the driver pressed his starter—for one doesn't walk through the Fiat factory. Three hundred acres and more is too vast an area to be covered on foot. Instead, one is driven through office blocks and workshops alike in a specially bodied Multipla 600, a delightfully produced "sight-seeing" vehicle, with a transparent Perspex roof. It glides noiselessly along on the wood-

*AGAINST the background of the grandeur of the Alps, Fiat's Mirafiori factory stands in impressive orderliness over its 350 acres.*



*THE TEST TRACK—an aerial view of the 2½-kilometre circuit on which 15 per cent. of the daily production is tested before leaving the factory.*

block floors, another feature, unusual but immensely practical, of this world of glass and steel.

Another part of the factory is filled with busy, ticking machines—quite different in every respect from the silent breath-taking force of the giant presses. These produce thousands upon thousands of piston rings—enough rings to stock the pistons of the world.

Just outside is the power-house, for no domestic supply could satisfy the enormous appetite of the Mirafiori works. A total yearly consumption of 320,000,000 kWh. is supplied by a strict, functional set of buildings housing three steam turbines and six diesel-engine generators. In addition, this unit supplies something like 120,000 cubic metres of compressed air for pneumatic tools as well as a variety of other products, to make the Fiat plant entirely independent. This place is, as I said before, a city on its own, even with its own supplies of drinking water.

The Mirafiori factory spreads under the ground as well as over its surface: tunnels of some half-a-mile in length connect sections of the works by means of well-built, full-width roads. Beside the road, along which trucks and cars roar continuously, run overhead conveyors carrying hundreds of completed car bodies and body parts. These conveyors also form part of the storage space and, wraith-like in semi-darkness, the unpainted metal shapes hang motionless, or creep gently along until they emerge into the daylight of another workshop. Altogether there are more than 46 miles of conveyors at Mirafiori. They carry in each year something like 1,300,000 parts—a total weight of 10,600 tons.

Despatch problems have been absorbed into the Fiat network: the plant has over 12 miles of internal railway tracks—its own complex system, connecting with the main lines and thence to the docks. Fleets of lorries carry crated cars and spare parts, while the huge "pickaback" lorries rumble continuously in and out—in empty, out



full—carrying some of the production of 1,400 units a day that leaves this mechanical theatre, where giant puppets perform intricate operations at the touch of a switch.

The factory has to deal with the maintenance of nearly 4,000 machine tools. To do this there is the maintenance department—a little more noise, here, because the department's task is one of immense magnitude, and the running of the machines themselves must make a mechanical concert with the repair and adjustment operations. In every direction rows of machines move up and down, back and forth, up and down, back and forth in their fantastic ballet, while above them greedy conveyors swing their spoils in wide, slow arcs and gentle sweeping movements.

Samples chosen at random from various points in the production of the Fiat passenger cars go into the quality control laboratory, where serious-faced men in white coats examine them in

minute detail for strength, durability and quality of materials and workmanship—a human check on the all-embracing world of automation.

Now comes the meeting-point for the car's anatomy. Gearboxes, engines and crankcases and the other vital parts of a car are dealt with here by amazing transfer machines. Some are 45 yards or so in length—a group of machines in one which performs, automatically, no fewer than 157 operations to produce 700 cylinder blocks a day for each Fiat model—that is the magnitude of scale on which things are done at Fiat. Should any part of any of these machines fail, the whole chain will stop automatically, indicating at the same time the point at which the fault lies.

From these machines the blocks go to another section—by another dense network of overhead conveyors—for washing and painting. Axles, differential gears and suspensions, gearboxes, steering mechanisms—all are moving simultaneously on their own conveyors towards the focal point. As each progresses it becomes more complex, with the conveyors, now, on the floor. Suddenly men are seen in comparative

*ALL SORTS—Fiat's of all sorts, shapes and sizes can be seen steadily lapping the test track. Here a mixed batch tackles a banked turn.*





*AWE INSPIRING for their sheer, inexorable power, the heavy press lines make an imposing spectacle—a total of 150 machines in 24 lines.*

the circuit and 45 degrees at the other. In the centre of this rough oval is a revealing variety of suspension testing surfaces, while to one side is the leakage test equipment, where cars remain for searching periods under simulated rain-storms of enormous intensity. Near by are the parking lots—rows upon rows of cars ready for shipment; there is the railway siding, and the loading areas where the cars are picked up by the special multiple lorries.

Making motor cars is a serious business in Mirafiori: it doesn't take so very long, really, to make a car out of a heap of shapeless metal. But in that short period of time the complexity of operation—the magnitude of the manner in which those operations are carried out—is almost unbelievable: a phantasy in metal and machinery for the production of 1,400 units a day to swell the ranks of the motor cars on the roads of the world.

The energies of Fiat have been bent, in part, for four years on the production of an addition to their range. This new car will be described in detail next week.

#### M.G.C.C. RALLY

**I**N spite of freezing, foggy weather, John Heppenstall and David Lincoln, driving an M.G.A coupé, lost only one minute on the 120-mile course of the M.G. Car Club (North-Eastern Centre) "Brontë Rally" to win the event by a large margin.

The rally, over a course in the Brontë country of Yorkshire's West Riding and the eastern corners of Lancashire, was organized by Bruce Moss, better known as a competitor in this type of event. Of the 26 drivers who started from Yeadon, three retirements were noted at the finish at Ilkley. Ken Lee lost first place through waiting at a level crossing while Geoff Oxley, who gained the place, chose an alternative route around the crossing, saving himself five minutes.

P.C.

#### Provisional Results

**Best Performance:** J. Heppenstall (M.G.A.), 10 marks lost; navigator J. D. Lincoln. **Saloon Cars:** 1, G. S. Oxley (Morris Minor), 110; 2, K. N. Lee (Speedwell A35), 160; 3, G. S. Claybourn (Sunbeam). **Sports Cars:** N. H. Baguley (Triumph TR3), 300; 2, G. F. Varley (M.G.A.), 350. **Best Team:** Lee, Baguley and M. H. Whaley (Riley 1.5).

profusion, for machines have not yet ousted them entirely from the task of assembling other machines. At the end of the engine's journey it is complete—exhaust systems, fuel systems and electrical wiring have all been added and it is seized for a series of searching tests—tests on power, on revolutions, on fuel consumption—on every aspect of the factors which will influence that engine and its users throughout its life.

Then come the first stages of the assembly lines—a series of assembly lines, first for the 500, then the 600, then the 1100 and on through the entire range of Fiat cars. Engine and gearbox meet for the first time—and then another series of tests, after which it is certain that the engine will run perfectly.

Farther on, massive, elephantine conveyors bearing suspension parts swoop up and down, round and along through washing and spraying booths and to ovens for baking. Then the cars begin to take shape. Overhead, the bodies arrive after their own journey through the stages of assembly, glazed and finished in the colours they will bear on the roads of most countries in the world. Beneath them, the mechanical parts—back axles and transmissions—are assembled, while as the bodies sweep nearer the floor engines and gearboxes meet transmissions and suspensions until the two are running alongside, the bodies a confused yet somehow strangely orderly maze of wires and fuel lines.

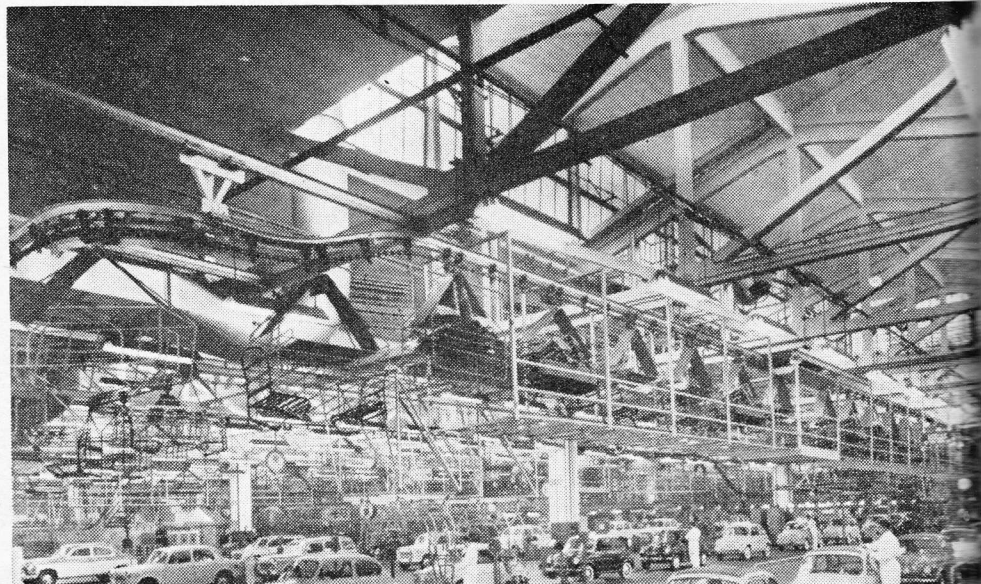
Then the body meets its internals on each of the production lines—and another Fiat in each part of the range is born. Wheels are fitted and the machine rolls off the conveyor to stand on its own feet for the first time. Wires are connected, interior panels are fitted and lights are mounted—everything seems to happen at once at this stage, yet the atmosphere is one of urgency with order. One feels instinctively that the hurry is imaginary, that in reality all this is not happening at once yet over a period of, perhaps, days, so ordered is the procedure. The all-pervading quiet is maintained, too, lending an air almost of dignity to the gaunt, functional surroundings. Cleanliness, here, as else-

where, is of hospital or laboratory standards. No greasy fingered mechanics or fitters can be found. Instead earnest men in clean overalls work in quiet concentration, each intent on producing his share of those 1,400 units a day.

Near by another conveyor approaches, bearing from some distant part of the Mirafiori plant the wire spring-cages for the interior seats. Interior trim is completed, and the car has become a car, complete in all its details. And then to test—more testing, on rollers, on a test track and on the road. Headlights are adjusted on a beam-setting device, and the cars—80 per cent of them—are transferred to test bays where a searching "mileage" is covered, the back wheels endlessly turning rollers that will simulate gradient, head winds and speed to meet and cover all the situations with which the vehicle may be called upon to deal.

Fifteen per cent of the production leaves the brightly lit interior of the factory for the brighter light outside—the Mirafiori test track, 2½ kilometres in length and with banked curves completing its rough oval. Here can be seen examples of all the cars that Fiat produce, lapping at pre-determined but constant speeds, maintained without break by means of the banking, which reaches a slope of 27½ degrees at one end of

*END of the production lines: The long journey is over, and new cars are ready for the road. In the foreground is a 500, then a 600 and so on through the range.*







# CASTROL WINS

## SESTRIERE RALLY

*A World Championship event*

### OUTRIGHT WINNER

G. CASTELLINA  
(FIAT ABARTH)  
also 2nd 3rd & 4th

### LADIES' CUP

MISS PAT MOSS  
MISS ANN WISDOM  
(RILEY 1.5)

**and 7 out of 8 class wins**

*(Subject to official confirmation)*

***Follow the experts - always ask for Castrol by name***







## The Second "Horsman-Monte"

Liverpool M.C. Rally Won by M. Sutcliffe and G. P. Crabtree (Morris 1000)

LAST autumn the Horsman-Monte Rally was run for the first time by the Liverpool Motor Club, the object being to find a worthy and competent team of two drivers who would like an opportunity to compete in the Monte Carlo Rally, but who for financial or other reasons could not otherwise do so.

The winners of that event, Eric Mather and Ian Hall, more than justified that hope as they, in their first Monte, not only completed the road section on time, but won the second prize in both the Comfort and Safety competitions, a very creditable performance.

This year, sponsored personally by Ted Lambert, a member of the Liverpool Motor Club since pre-war days, the Monte Carlo award will be one of the following: a production Ford Zodiac saloon; a production M.G. Mk. III saloon; a production Wolseley "1500" saloon; or a production or modified Morris 1000 saloon; together with a reasonable amount towards expenditure. As far as possible the wishes of the winner will be taken into consideration, but due to the long time which will elapse between this event and the 1960 Monte Carlo Rally it is not possible to specify the exact car to be made available.

Now we know just what we are talking about, let's get on with the job. The date was Saturday, 28th February, the time 10 p.m., first car, the Fiat "Gran-luce" 1200 of last year's winners, E. Mather/I. Hall, was flagged away by no less a person than Vic Horsman himself, a Liverpool Motor Club member for 50 years, and co-driver to Donald Healey when a certain Invicta won the Monte! They were followed at minute intervals by a further 50 or more competitors.

Starting at Queensferry, the route lay over Penyffordd to Rhydtalog, followed the Landegla moor road to Llanarmon

where was sited the first test, a downhill acceleration test which incorporated a severe bend. Then through narrow lanes which lead to the Old Bwlch Pass to control 1, immediately followed by test 2. This was an absolute shocker, down a narrow lane at speeds up to 60, through a tight artificial chicane to a sharp right-hand turn, the whole in pitch black darkness except for an electrically controlled finish. It was all very, very dicey,

### Results

**Best Performance (The "Horsman-Monte" Cup):** M. Sutcliffe/G. P. Crabtree (Morris 1000), minus 20 marks. **The "Ted Lambert" Cup:** K. C. Walker/F. Trickett (TR3), minus 50 marks. **The "Burns" Cup for Best Performance by a Liverpool M.C. Member:** S. E. Mather/I. Hall (Fiat), minus 81 marks.

**Fourth:** D. C. Astle/S. Wooley (Rapier), minus 107 marks; 5. K. Liptrot/P. Dingley (Austin A40), minus 108 marks; 6. K. Ashton/D. Maggs (Morris 1000), minus 120 marks; 7. R. Kirkham/H. Beighton (Sprite), minus 121 marks.

**Team Prize:** The Knowldale Motor Club; M. Sutcliffe/G. P. Crabtree (Morris 1000) and K. C. Walker/F. Trickett (TR3).

*THE START—Victor Horsman gives the "off" to the eventual winners, Mike Sutcliffe and G. P. Crabtree, who were runners-up in last year's event.*

especially for the individual, who had better be nameless, who missed the right-hand turn and went straight on missing parked cars by less than feet! As it was, the sight of T.R.s braking at high speed for the turn was quite something!

Next to Llansannan East (Control 2) and West (3) then a very tight section to Llanrwst (4). Hereabouts D. Seigle-Morris/V. H. Elford put their TR3 well and truly in a ditch! Next a short but fast four-miler to Glyn (5). Now on little better roads through Capel Curig over the Nantgwynant to pass the river at Maentwrog to Trawsfynydd (6). Here Joe Hill lost all gears but third on his A35. He retired and put a pint of oil in the box, which without more ado re-assembled itself again! Johnny Wade and some eight others missed a turn, visited a large and sticky field and spent some considerable time in reappearing!

The next section, over to Arenig (7) took in some real rough stuff. The road alongside the lake is not "nice", and has some very bad ledges and gullies and at one point a sharp right-hand bend which is very easy to overshoot. If you do, you are straight in very deep water! No one did! Control (8) was at Tynant where disaster overtook Jim Wood, whose TR2 landed on its side. Luckily this occurred without much damage to the car, but I suspect the intrepid conductor is going to have a very sore arm later on! Here, also, Dorothy Harris seemed to have the two front wheels of her Riley not "friendly", but after a few hefty welts Joe Hill managed to straighten them!

After a refuel, on via narrow lanes to Maerdy (9) and Llanfihangel (10). Nantglyn (11) was reached through farm yards and gated tracks. Twelve was at Mill, then came a long section of some 14 miles over mountain roads to Llanferries (13). Nerquis Mountain was the site of (14) then through Minera Rhydtalog to Worlds End (15) where thick fog was encountered.

From here on the sections became more tough, accompanied by "rough

(Continued on page 313)



*THE CHICANE in the second test is negotiated at great speed by D. C. Astle (Sunbeam Rapier) while his navigator holds on tight!*



# While your engine is still young change to BP Energol 'Visco-static'\* — the oil that's proved to give 80% less engine wear

**I**S YOUR ENGINE still youthful and vigorous? Then now is the time to change to BP 'Visco-static' motor oil. This is the oil that's proved to give 80% less engine wear. It will keep your engine powerful and trouble-free for many thousands of extra miles. It will improve your car's performance, give easier starting all the year round, and save on petrol too.

## PROVED BY THE RADIO-ACTIVE WEAR DETECTOR

Now car owners need not take oil performance on trust. BP 'Visco-static' is backed by actual measurement of engine wear. Tests were carried out in the laboratory and on a normal family car on the road. Wear was measured by the radio-active wear detector — a more accurate and sensitive measuring method than has ever been available before. The amazing results showed 80% less engine wear with BP 'Visco-static' compared with conventional oils.

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The secret of BP 'Visco-static' is that it keeps its high lubricating efficiency through all the changes in temperature. This means maximum protection from stone cold start to maximum heat.

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You can use this oil winter and summer too and in any make of engine in good condition.



### 105,806 miles and still didn't need a rebore

This Ford Consul owned by Mr. J. E. Piper of Felixstowe completed 105,806 miles using BP 'Visco-static' motor oil. The engine was still in perfect condition and had not been decarbonised until specially stripped for examination.

### THIS LABEL MEANS EXTRA PROTECTION FOR YOUR ENGINE

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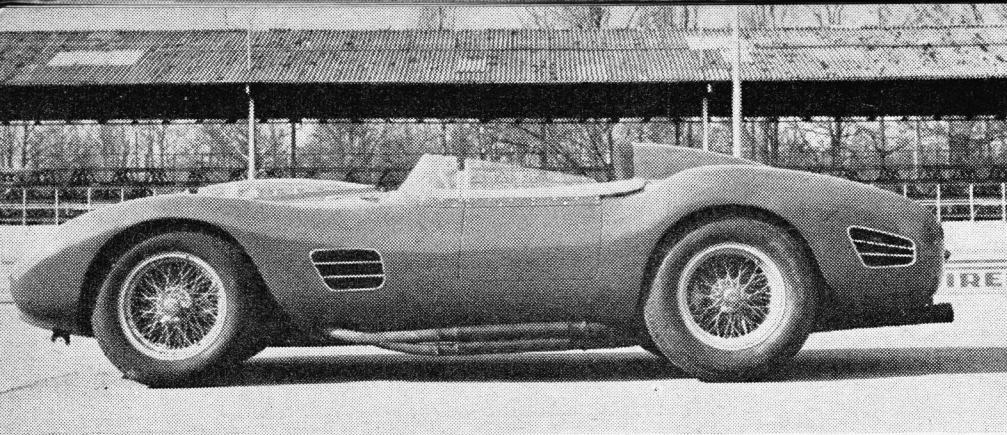
\* 'VISCO-STATIC' IS A TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED



## FERRARI FOR 1959

**Details of the  
new 3-litre Sebring  
sports-racing car**

By **GIANNI MARIN**



RECENTLY tests were completed by Jean Behra and others of the new 3-litre Ferrari "Sebring". Based primarily on last year's most successful "Testa Rossa", the bodywork has been restyled. The 1959 engine is of 73 x 58.8 mm. (2,953.2 c.c.), the 12 cylinders being arranged in the familiar 60 deg. "Vee". One sparking plug per cylinder is used, each bank has a single overhead camshaft, and carburation is by six d/c. inverted Webers. The engine develops 300 b.h.p. at 8,000 r.p.m., and transmission is via a five-speed gearbox. An entirely new de Dion rear axle layout has been adopted. The 1959 "Testa Rossa" is the first Ferrari sports-racing machine to have Dunlop disc brakes.

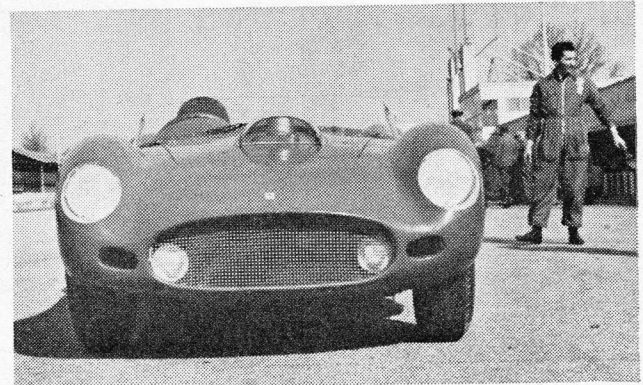
Suspension all-round is by helical springs, controlled by hydraulic telescopic dampers of Koni design. The car is much lighter than the 1958 version (about 50 kilogs.), the dry weight being around 750 kilogrammes. Fuel capacity has been increased to 155 litres. Tyre sizes are 5.50 x 16 (front) and 6.50 x 16 rear.

A right-hand drive has been adopted,

*EVERY INCH a thoroughbred. The smooth lines of the new Ferrari are well illustrated in the picture above. Note the Dunlop disc brakes.*

★

*HEAD-ON (right). As can be seen the engine is offset to the near side.*



and the Perspex air-intake scoop used on the Grand Prix cars has been incorporated.

Although no figures have been issued regarding times at Monza, it is known that the car is far faster than any of its 3-litre predecessors. With a power-weight ratio of 2.5 kilogs. per 1 b.h.p.,

acceleration should be fairly impressive. In point of fact, this is the first time ever that Ferrari engineers have quoted officially an output of 100 b.h.p. per litre for a sports-racing engine.

The improvements in the "Testa Rossa" will be incorporated in the 250 G.T. models.

## Rallye "Rootes" de la Pavé

**Remarkable Achievement by All-women Team in Hillman Minx—25,000 kms. on**

**Belgian Pavé at over 60 k.p.h.—By GREGOR GRANT**

NORMAN GARRAD, competitions chief of the Rootes Group, certainly stuck his neck out when he decided to organize a 25,000 kms. test on the worst possible Belgian pavé, with a normal production Hillman Minx. British cars have often been criticized on the grounds that the suspension will not stand up to the constant hammering imposed by the cobbles of some typical Belgian minor roads. This remarkable demonstration should silence the critics

for ever, and it will also be interesting to learn whether or not M. de Harlez, of the Royal Belgian Automobile Club, will enjoy eating his hat. He was in charge of the official observers, and soon after the run started he said to Garrad: "This is impossible; if the car lasts 25,000 kilometres, I will eat my hat!"

The test began on Shrove Tuesday, when Sheila van Damm set off on the 110 miles circuit which led through the outskirts of Brussels and Antwerp into

the open country, and over many level crossings, swing bridges and through scores of villages. In point of fact, pavé is disappearing rapidly in Belgium, and it took Garrad and his team over a week of recce work to plot a suitable route. The team of drivers also included Mary Handley Page, Nancy Mitchell (Grannie Mitch), Pat "Tishy" Ozanne and Francoise Clarke—all experienced "rally-dicers".

When just over 500 miles had been completed, black ice appeared, and it was necessary to fit steel-studded Dunlop tyres. Not long afterwards, down came the densest fog experienced in Belgium for 30 years. With visibility down to zero, the R.A.C.B. observers insisted on suspending the tests, and each time the

(Continued on page 313)



**NARROW GAUGE.** The extreme narrowness of certain sections is shown in this night shot.



**PRESSING ON.** Mary Handley Page is seen here with an R.A.C.B. observer. Note the deep holes on each side of the pavé.



# CORRESPONDENCE

## Driving Tests After Rallies

IT would appear that Robin Richards has only half-read my letter on driving tests *after* rallies. It was not a moan, Mr. Richards, just an observation made after what seemed to me to be a rather ridiculous state of affairs after the rally I mentioned. Having completed the rally in mid-morning, competitors had to either hang around or return to the final halt to take part in driving tests in late afternoon! Even Mr. Richards would probably want to be well on his way home or even in bed by then. I thank Mr. Richards for supplying the very apt phrase "to have a bash at the driving tests"—this is about the long and short of it.

His suggestion that damage to cars during a driving test is a result of bad handling is stupid. Also the subtle poke in that remark passes over my head—I am a navigator, not a driver, in rallies.

I will substantiate my accusation of stupidity by saying that recently a noted local rallyist took part in an important rally which he stood a very good chance of winning. During the night he unfortunately broke a spring and damaged a wheel. However, he was still in the running at the end of the rally but to prevent his incurring maximum penalty he was forced to take part in the driving tests; what further damage was done to that car I leave to Mr. Richards's imagination. What damage is done to sports car frames by the spinning and the wheels by the broadsiding and vicious tight cornering, to say nothing of the tyres, many of which I have seen part company with the wheel, and the overworked clutches and brakes. You carry on "having a bash", Mr. Richards, but I for one would never buy a car that has been driven in a driving test. Why not do the same as the Monte and make the tests a separate event for the benefit of the "bashers", and not force the driver who values his car enough not to compete, to take part.

D. J. HOLMES.

PONTYPOOL, MON.

## The "Farina" Magnette

THE advent of Pinin Farina and his designs into British motoring is deplorable, but not as deplorable as is the trend of which they form a part.

There is a noticeable effort on the part of some manufacturers to induce the public to accept car designs because they have been perpetrated by designers who have chic and are fashionable. Let the stupidities of *haute couture* be limited to "mantles". The peculiarity of the Farina and most other Italian designs is the employment of near-straight lines. The B.M.C. products which show this influence are ugly and aerodynamically poor. When God and man design for speed, they do not use the lines that Farina uses. The function of a woman's dress is to protect her from the weather and to cover her more or less decently; the design reflects her good taste and/or her ability to withstand ridicule—it need not necessarily affect the function.

The Italian influence in furniture design which produces that angularity and strident use of colour that many people find optically disturbing, does not prevent modern furniture from being thoroughly comfortable. In motor car design, aerodynamics have played such a large part in increasing performance, m.p.g. and stability that to foist these latest designs on us is almost an impertinence. I can almost hear the trillings of the future copywriters: "... new, daring colours for her ... more double-punching power for him."

Unless we stop this nonsense now, the car of the future will, with justice, be written-up in those roguish phrases now used for cosmetics.

R. T. F. BURROWS.

LONDON, S.E.19.

LIKE many other M.G. enthusiasts, I have been horrified by the new "Farina" Magnette, which seems to have lost all of the original M.G. individuality which has made M.G.s so popular.

The new Magnette should have kept the previous Magnette body. Fitted with the 2.6-litre Austin-Healey engine and disc brakes it would have been an excellent car, keeping the M.G. sporting tradition and making a very strong challenger for rallies and production car races.

M. J. LAMDELL.

LONDON, S.W.3.

(More Correspondence on page 320)



## Sunlit Splendour of PROVENCE

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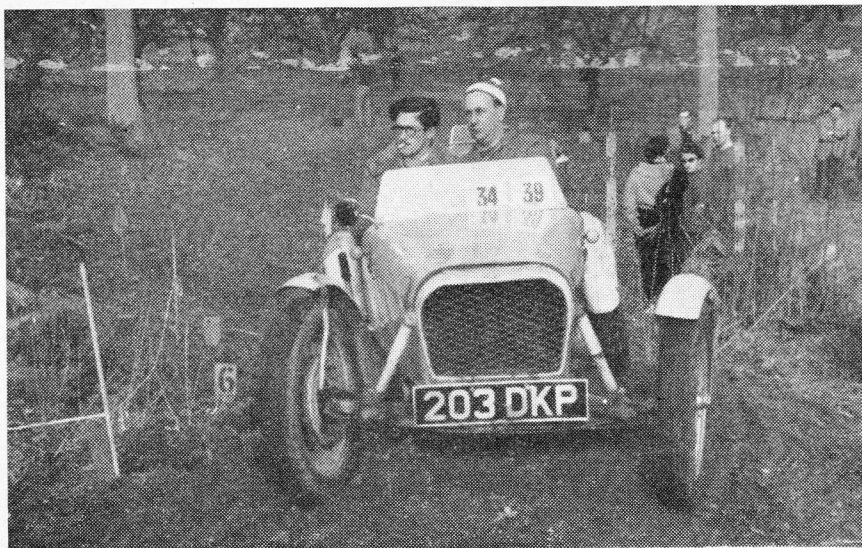
# Club News

by MARTYN WATKINS

ONCE again the East Surrey Motor Club's Martini Rally has been well over-subscribed. Since the maximum entry of 120 was achieved some three weeks before the closing date, the rally secretary has been besieged with requests from ardent enthusiasts seeking a high placing on the reserves list. This state of affairs is most encouraging for the organizers, proving the club's long-held belief that there is a demand for the well-organized rally which provides varied road sections, formulated driving tests and quick results. The club has a rigid set of requirements for all its road events, and certain features in particular have earned the E.S.M.C. a high reputation—in particular, a well-organized start with good parking and general facilities, a carefully chosen route, avoiding residential areas and villages, safe location of route checks, with adequate warning of time controls and above all numerous and cheerful marshals.

Considerable interest has been aroused amongst members of the East Surrey and Chester Motor Clubs, both of whom promote Martini rallies, since the Martini International Club announced their intention to present an inter-club Challenge Trophy. Each club will enter a team of three cars in the other club's Martini Rally, and the winner will be determined very simply by considering the place of each team member in the results list. In addition, the driver and navigator of each car in the winning team will receive an award. Martini International support only first-rate international or national sporting events, consequently this recent announcement is an unusual but well-deserved recognition of two enthusiastic clubs. Apart from the friendly rivalry amongst competitors a similar keenness exists amongst the organizers, which obviously can only result in further raising club rally standards—to the benefit of competitors in general.

**HAGLEY and District L.C.C.'s** Worcestershire Trial, a closed event, will be on 22nd March and starts from the Stewponney Hotel, Kinver (on A.499 Kidderminster to Wolverhampton road), at 10.30 a.m. The course will be on a static site about two miles from the start, total distance 10 miles and entries (to G. I. Tucker, 115 Bewdley Hill, Kidderminster) close on 17th March. The same club have their Hagley/Ludlow Handicap Rally on 5th April. This is also a closed event and regs. are available, again, from Mr. Tucker. . . . On 17th March the **Forces M.C.** have a film show (Monte Carlo Rally 1959) and inaugural meeting of the Beds-Herts-Bucks Group at 7.30 p.m. in the White Hart Hotel, High Street, Dunstable. . . . **West Essex C.C.** have a busy time in March—on the 6th the spring dance at the King's Head Hotel, Chigwell; on the 11th a Noggins and Natter in the Club House; on the 18th the A.G.M. and then, on 10th April, the "Tramp's Supper", also at the Club House, when sausage and mash will be served and there will be all the fun of the fair. . . . **Waterloo and District M.C.** have their closed Third Pathfinder Rally on 22nd March. First



*STRICTLY a novice, Martyn Watkins had an opportunity of trying a trials car on Sunday. Worried owner is Bill Swaby, who acted as bouncer—with great gusto!*

man off leaves the "Pheasant", Hightown (M.R. SD 3104036), at 11.01 a.m. on a 120-mile course. Entries (from W. J. P. Hoe, 76 Lonsdale Road, Formby, Lincs) close 18th March. . . .

## Coming Attractions

**March 8th.** Cambridge U.A.C. Speed Trials, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

Mid-Cheshire M.C. Wilshire Trophy Trial.

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

**March 14th.** B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.

**March 15th.** Jaguar D.C. Sprint, Brands Hatch, near Farningham, Kent.

Yorkshire S.C.C. 4/44 Trophy Trial, Municipal Car Park, Ilkley, Yorkshire. Start, 10.30 a.m.

Falcon M.C. March Hare Trial, Hatfield and Royston, Herts.

**March 21st.** Sebring International 12 Hours Sports Car Race, Florida, U.S.A.

Pembrokeshire M.C. Hill-Climb, Lydstep, near Tenby, Pems. Start, 1.30 p.m.

**March 22nd.** Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

London M.C. Hill-Climb, Harleyford, near Marlow, Bucks.

Tunbridge Wells M.C. Sprint, Brands Hatch, near Farningham, Kent. Start, 12.30 p.m.

Sunbac Colmore Trial, Broadway, Worcs. Start, 9.30 a.m.

Hagley and D.L.C.C. Worcester-shire Trial, Stewponney Hotel, Kinver, Staffs. Start, 10.30 a.m.

On 21st March the **Fiat 500-600 Club** hold an "evening exercise" at 7.30. Start is from the "Blacksmith's Arms", one mile north of Epping on A.11. Details and entries from M. Proctor, 145 Rivermead Court, Hurlingham, S.W.6, before 14th March. . . . **Hants and Berks M.C.** have their closed "non-car breaking" production car Blackwater Trial on

22nd March. The start is from the Parade Ground of the Army School of Motoring, Bordon, at 1.30 p.m. and there will be classes for all open and closed cars, military type vehicles such as Jeeps, Landrovers, etc., both with and without "Town and Country" tyres. . . . **Swansea M.C.'s** Enoch Rally is a closed event and will be held on 7th March. First car off leaves the Swansea Garage, Fforestfach, at 10 p.m. on the 250-mile run. Regs. from Dr. H. G. Bowen, 74 Wimmerfield Avenue, Killay, Swansea. . . . A.G.M. of the South-Eastern Centre of the **B.A.R.C.** will be in the Coronet Rooms of the Cavendish Hotel, Eastbourne on 20th March. . . . **Nottingham S.C.C.'s** Hooley (Novice-Expert) Rally will start from the Grosvenor Hotel, Mansfield Road, Nottingham, on 14th March. Regs and information on this 110-mile event from A. Knowles, Leen Valley Dyeworks, Bulwell, Nottingham. . . . **Huddersfield M.C.** have a film show at the Crown Hotel at 7.30 p.m. on 16th March. . . . **West Hants and Dorset C.C.'s** winter dance will be on 13th March at the King's Arms Hotel, Bournemouth. Tickets 6s. (or 7s. 6d. at the door) from Roger Waters, Hinton Firs, East Cliff, Bournemouth. . . . **Tunbridge Wells M.C.** sixth annual sprint meeting will be held at Brands Hatch on 22nd March. Invited clubs are Aston Martin O.C., 750 C.C., Sevenoaks and District M.C., B.A.R.C., Maidstone and Mid-Kent M.C., Margate and District M.C., Surrey S.M.C. Regs. are available from G. W. Law, 8 Culverden Park, Tunbridge Wells, Kent. . . . **Plymouth M.C.** 200 Trophy Trial, designed to allow any type of car to enter without fear of damage, will be held on 22nd March starting from Arnold's Point, Embankment. The event is closed and entries should be sent to C. W. Rivers, 26 Coltness Road, Elburton Road, Plymouth. . . . A letter from Gordon Cobban, secretary of the south-east centre of the **M.G.C.C.**, takes me to task for something I said in last week's issue about the T.E.A.C. driving tests. I thought these were almost unique, but Mr. Cobban tells me that his centre has been running this sort of event for the past four years. Next in the series is on 22nd March. Sorry! . . . A full driving test meeting, rather than a practice effort



like the other two, is to be held on 26th April by the **Malden and D.M.C.** Invited clubs are American D.C., East Surrey M.C., Forces M.C., Hampton M.C., Harrow C.C., London M.C., Mid-Thames C.C. and Mid-Surrey A.C., and entries close on 15th April. Secretary is John Toogood, 3 Dysart Avenue, Kingston-on-Thames. . . . **Mid-Surrey A.C., East Surrey M.C. and Surrey Sporting M.C.** hold a combined event on 15th March, the Grand Cup Trial, consisting of a short road section, and a series of observed hills. Secretary of the meeting is Mrs. O. Richmond, 154 Wickham Avenue, North Cheam, Surrey. Entries close on 9th March. . . . **Kentish Border C.C.** holds a film show at the Bickley Arms, Chislehurst, on 6th March, at 8.30 p.m. . . . **Sunbac Llandudno Rally** will be held on 4th April, a closed event involving telephones and all manner of twists and dodges. Entries go to N. B. Jarrett, 361 Brook Lane, Birmingham, 14, and close on 28th March. . . . **Epping Forest Motorsport Association** has another in the popular series of film shows on 18th March, this time in Kensington Town Hall, W.8, at 7 p.m. Films to be shown include the 1958 Monte Carlo Rally, great motor racing films of the last 25 years—the second in the series—and the 1956 1,000 Kilometres race at Nürburg. Details can be obtained from the secretary, Stephen J. N. Wright, 203 High Road, Loughton, Essex. . . . **Sevenoaks and D.M.C.** annual March rally is to be held on 15th March, starting from Epps Garage, Green Street Green, Kent, at 5.30 p.m. It is a closed event, entries closing on 13th March, and the secretary is B. Dimmock, 149 Crown Lane, Bromley.

#### Horsman-Monte—continued

stuff" on the Old Horseshoe Pass with its steep drops and bad rocky ledges. This one finished at Llantysilio (16). Next came a special section of three miles in six minutes which was devised by the devil (Lambert) himself. Here I quote from the route card: "1.1m keep R before pond (CAUTION . . . pond appears suddenly after a crest) imm. follow L bend skirting pond 0.4m S.P. Carrog. CAUTION . . . steep drops on right for next 0.5m SPECIALLY WATCH LEFT BENDS SINCE TO OVERSHOOT MEANS TO DROP 100 FEET." Nice feller, Lambert! Even so three brave conductors did it on time. These were Sutcliffe, Walker and Ashton, and it was some going! The penalty, by the way, for lateness here was one mark per six seconds. Quite a lot were late!

The route then led over mountain roads and tracks, through "Quiet" and "Complaint" areas though and over the Glynceriog valley to finish at Craignant (17). From here the course lay over main road to the finish at Queensferry. At 9 a.m. the results were being read out at the breakfast stop at Parkgate. All voted it a grand "do", with ample marshalling. The route, according to a general consensus, was a good deal tougher than last year, and by the look of the car park, which resembled a battlefield, that was the understatement of the year! To the winner, Mike Sutcliffe, many pats on the back. It was a well deserved and popular victory and may you do well in the bigger battle to come.

FRANCIS PENN.

#### Sestriere—continued

were five regularity sections. These consisted of two consecutive sections of road of exactly two kilometres. Each section had to be covered in exactly the same time and at an average of not less than 45 k.p.h. The sections were timed to a fifth of a second but were all on quite easy stretches of road so they simply became time-keeping exercises for the co-drivers.

The road section finished on Wednesday, 25th February, and the following morning there was a final test round two laps of a short circuit in Sestriere. Both laps had to be done in the same time and as fast as possible in one's class. As the outright winner of the test received about £60 sterling there was considerable discussion as to whether to aim for sheer speed or regularity and many drivers took passengers to do their time-keeping. The winner, however, was a Frenchman, Claud Arbez, who took his Gordini Dauphine round without any clocks, nearly lost it on his second lap and crossed the line exactly on time.

The organization of the rally was superb—it was nice to see ex-racing driver Farina taking a hand in things. The atmosphere of the rally was very friendly with less of the do or die attitude of, say, the "Monte". They are anxious to get more foreign entries next year and are likely to alter the rally to place more emphasis on the road sections. Whatever they do it is worth doing the rally if only to see all the gloriously sun-tanned women in Sestriere.

#### Hillman—continued

car was sealed and credited with elapsed time.

Apart from the regular refuelling stops and the delays through fog, the

tough 1½-litre engine was never stopped. Oil was changed every 10,000 kilometres, but none was actually used. Throughout the test, normal Belgian Shell products were used.

I drove round part of the circuit with Sheila van Damm in a Rapier. On many sections the road was scarcely six feet in width, with steeply cambered gutters. To any but experienced rally drivers, it would be difficult, if not impossible, to maintain an average of 60 k.p.h. and over. Quite apart from normal road hazards and the variability of weather, there is a constant stream of vehicles, mainly delivery vans, as well as the inevitable cyclists and courting couples. In general, the road surfaces are appalling, and the little Minx must have taken very rough punishment during its marathon run. That it stood up to it all, requiring no replacements whatsoever, reflects greatly to the credit of its makers. Happiest man of all when the affair finished was Norman Garrad, whose confidence in both car and drivers remained unshaken during nearly three trying weeks, when almost anything could have happened.

The Belgian police were most co-operative, and several minor infractions produced a few mild remonstrations, but no tickets. One must also praise the efforts of the official observers, one of whom always had to travel in the car, and carefully check times day and night.

When the test was concluded on 3rd March, the travel-stained Minx had covered 25,000 kilometres (15,534 miles), at an average speed of 65.6 k.p.h. (41 m.p.h.).

#### PERFORMANCE PARTY

ON Thursday, 26th February, John Goldsmith and Harold Massey ran yet another of the very popular Performance Cars parties at the Osterley Hotel, Great West Road. Many well-known motoring personalities were present, including Raymond Baxter, Colin Chapman, Cliff Davis, Steve Ouvaroff and John Young. The cabaret featured some pretty nifty "strip-tease". Proceeds of the party go to the Brentford and Chiswick Welfare Organization.

CHRIS STEELE CARS, LIMITED, are preparing two Borgwards for this year's National Saloon Car Championship, one to be driven by Chris Steele, the other by David Harris. In preliminary trials, these cars have proved to exceed all expectations, e.g., 0-50 m.p.h. eight secs.

More Club News overleaf

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**PRODUCTION CAR TRIALS** are increasing in popularity. Here G. C. Langdon's Hillman estate car tackles a section in the recent W. Hants and Dorset C.C./750 M.C./M.G.C.C. event, in which he was runner-up.

### CHILTERN C.C. COMMITTEE CUP TRIAL

THE first warm day of spring was 22nd February, and the day also saw the start of the Chiltern C.C. Committee Cup trial. The event, which was closed to members of the Chiltern club, attracted 43 entries, which was a record, and there were 41 starters. The event was organized for family saloons and production sports cars, there being only one special, that of Daphne Freeman.

The event started from the Griffin Hotel, Amersham. The route took competitors to Penn, where the first test was held. This consisted of a stop-start climb on a slightly muddy farm lane. The best times here were put up by M. J. Hughes, in the Porsche, and Daphne Freeman in her Wilson-Ford Special. Other good times were made by Peter Dewe (M.G.A.), P. Treadgold (Sunbeam Rapier) and R. McClaren (Standard 10). After this test they went on to woods near Coleshill, where test 2 was held. This test was a hill-climb in the woods. Competitors started at the bottom of the woods then had to drive between two trees, round a slight left-hand bend and up the hill. It was muddy and slippery, so very few cars succeeded in gaining maximum marks. Those who did were Ian Heath, in a 1937 M.G. TA, M. Hughes (Porsche), Viscount Prestwood (Ford Prefect) and D. Reynolds, in a Ford Thames Van. After this a regularity section started, which took them to test 3, but this had to be cancelled as a motor-cycling club, unknown to the Chiltern club, had decided to use the same test ground. Several competitors lost marks on this regularity section. At the end of the regularity section there was a route card section to the lunch stop, with navigational map reference and questions to be worked out *en route*.

The afternoon section started with a regularity run, and once again caught several navigators napping. At the end of the regularity run competitors went up a farm track, which to begin with looked very innocent, and it wasn't until they were nearly at the end of this section did the drivers start to think! This section took them to a tricky hill at the back of Braziers End. Everyone thought that this hill would be impossible, but with plenty of crew bounce there were very few failures. Good clean climbs here were put up by R. Vivian (M.G.A.), W. Innes (Triumph Renown), M. Hughes (Porsche), R. Flower (Ford Prefect). Amongst those cars which failed were P. Elliott (Ford Zephyr), G. Ephithite (Triumph TR3). From this section the route led to Hastoe Hill at Tring, where there was another hill-climb, there being only two failures. At the end of this climb competitors followed a detailed route card back to the Bell House Hotel at Beaconsfield.

There were three retirements, P. Elliott, who burnt out his clutch, R. Baker (Triumph TR2), with mechanical troubles and I Heath.

#### Results

**Best Performance:** M. J. Hughes (Porsche 1600). Navigator, J. Daniels. **First Class Awards:** P. Dewe (M.G.A.); Viscount Prestwood (Ford Prefect); W. Innes (Triumph Renown). **Second Class Award:** D. Reynolds (Ford Thames Van).



### Monte Carlo Dinner—continued

Rally. It was felt that the Club might run a coach as they do for the "Monte".

After dinner there was a film show; productions seen were Danny Carter's *Nowhere in the World*, Stanley Schofield's rush-shots of the Rootes Group film, and specially edited television newsreel sequences from both B.B.C. and I.T.A.

The French contingent was presented with six tickets for the England-France rugby International. Paul Coltelloni, replying to Jack Kemsley, made the observation that after seeing London's traffic conditions, he now understood why Great Britain produced so many successful drivers!

### NORTH WALES C.C. "MERRY-GO-ROUND" RALLY

THIS rally, which is unique in the fact that teams of two cars compete for the premier award, was very successful and attracted a total of 12 teams. The start was from Briard Bros., Colwyn Bay, and the final control was Wooler's Service Station, Llandudno Junction.

Between these points, however, there had been a lot of work by the organizers and each of the five sections in each of the two routes was very closely timed and at times was just a maze of minor roads. Navigators had to be on their toes all the time, and this together with some low cloud (there is never fog in North Wales, only low cloud!) made it difficult for drivers to keep to schedule and succeeded in sorting out the entry.

#### Results

**Best Performance:** D. Masters/E. Vernon and A. Gorsl/T. Williams; 2. D. Williams/I. Roberts and L. Jones/D. Brotherton; 3. B. Foulkes/I. Forfar and G. Flint/G. Kendall-Jackson. **Best Novices:** M. Wilde/J. Lee and Mr. and Mrs W. Meredith.

### CORNWALL RALLY

THE Newquay M.C. ran the second annual Cornwall Rally, a closed event, on Sunday, 22nd February. The organizers, David Cunliffe and Tony Harman, laid the course on first-class roads and with a high average speed; directional approaches were used and practically all controls were time controls, it being stated in the regulations that the few passage checks that there were might be manned. Rallies in this

part of the country have suffered when code boards have been used because one or more is always missing before the rally has ended, usually having been removed by a member of the public, in ignorance or deliberately.

The fact that out of 31 entries no one completed the course with a clean sheet speaks for itself that the rally thus designed was a success, and doubtless more rallies in this county will be based on these lines.

The course was over 150 miles in mid- and south Cornwall with the first car starting at 10 a.m. and finishing at Newquay at 5 p.m. The entry included most of the county's best rallyists and the organizers at the end found themselves with only one tie amongst the first 10 places to be decided by the best time in the driving test. This was for first place, both R. B. Hill (DKW) and J. Simmons Hodge (Hillman) tying with 10 marks lost. However, the former's driving test time was considerably better and thus he gained the premier award with his navigator C. Harber.

The third competitor lost only 11 marks and thus the first three were very close.

#### Results

**London Inn Trophy:** R. B. Hill (DKW), Navigator, C. Harber (10 marks lost). **First Class Awards:** J. Simmons Hodge/B. Greenfield (Hillman), 10 marks lost; S. G. Hammett/C. E. Symons (Volks-wagen), 11 marks lost; J. S. Bunkum/W. H. Williams (Vauxhall Cresta), 20 marks lost. **Second Class Awards:** R. E. H. Pryce/A. Inwards (Ford Zephyr), 32 marks lost; R. C. Johns/J. Hargreaves (A35), 40 marks lost; E. C. Holman/D. G. H. Hilliard (TR2), 70 marks lost.

AN idea from International rally driver Peter Bolton. Speaking at the annual dinner of the Airedale and Pennine Motor Club in Ilkley recently where he was guest of honour, he suggested that some awards such as cups and tankards should be replaced by offering as an award an entry into a National or International rally to encourage younger drivers to enter bigger events.

"An entry in the R.A.C. British International Rally costs only 12 guineas," he said. "Such an award would be money well spent."

In a pleasant evening speeches were at a minimum, but committee member Barry Law-Green reminded those present that it was only five years since the club had been started and how it had flourished since then.



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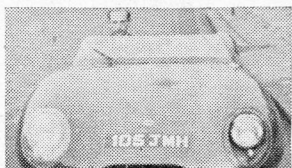
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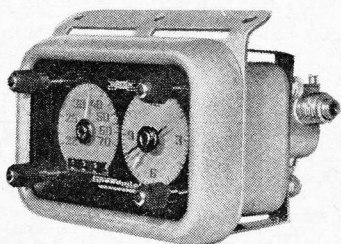
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## Correspondence—continued

## Trials Regulations

**M**r. Watkins's comments on trials regulations which appeared recently in AUTOSPORT disappointed me in that he has only dealt with one side of the question.

There are pros and cons for most regulations and I do think it worth recalling that the particular regulation in regard to striking markers has been altered as a result of experience with last year's regulation which imposed a penalty only when a marker was touched by the front of the car.

On the face of it last year's regulation appeared more logical as the front wheels are used to determine whether a section has been cleared, but in practice it is very difficult for marshals to determine in the heat of the moment exactly which portion of the car touched a marker, whilst in certain circumstances some drivers have been able to mow down markers with the rear of the car and thereby get the front wheels an inch or two higher than other competitors who have kept to the course. I was going to say who have played the game by keeping to the course but whatever is allowed by the rules is obviously part of the game, hence the changed rules.

D. H. DELAMONT,  
Manager, Competitions Dept.

R.A.C., LONDON.

**M**AY I support the remarks of Martyn Watkins in your 13th February issue. For quite a time now, since the original inception of Standing Supplementary Regulations, attempts have been made to standardize rules for motoring events. In

the sphere of trials some clubs have held out against the system of scoring on the front wheels, but it became apparent eventually that the majority of opinion came down on the side of front wheel scoring.

Now, to simplify the situation from the marshals' and competitors' viewpoints most clubs started using front wheel marking and scoring—in other words the driver can tell, reasonably well, what is going on at the front of the car, and the marshal has only to watch one end of the car for marking.

When this year's S.S.R.s are published we find the R.A.C., with no apparent support from clubs, have introduced the idea of failing at a point where any part of the car hits a marker—this has already led to misunderstandings and grumbles, with the complications Martyn Watkins mentions.

All this has occurred just at the time the matter could have been finally settled and simplified by the front wheel marking system. The idea of Standing Supplementary Regulations is, of course, excellent in that it should standardize the rules of the sport throughout the country, and also simplify the job of events organizers—it is a pity that when that goal is so near it should be complicated by a hastily introduced rule.

I should also like to endorse the remarks concerning the R.A.C. Trials Championship—I feel it would be a pity if this event should be discontinued but a different system is certainly needed. I cannot however suggest any other method myself and would like to hear the comments of others on this point!

ROLAND J. WILSON.

GILDERSOME, LEEDS.

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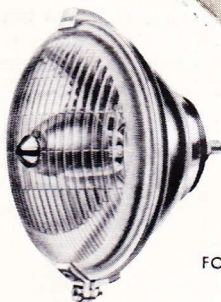
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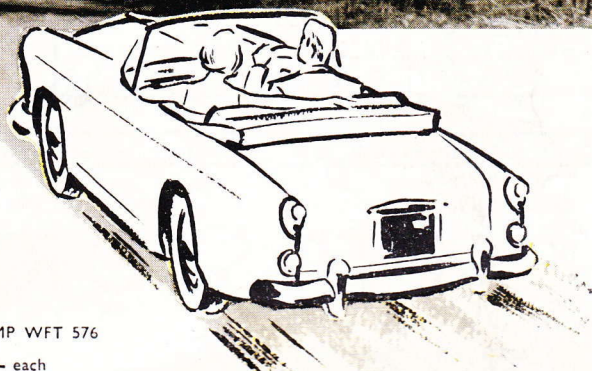
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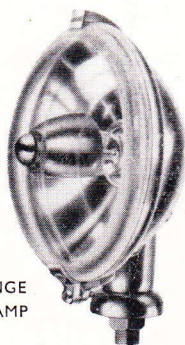
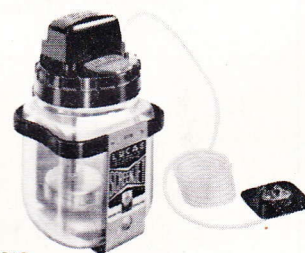


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